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ONTARIO
DEPARTMENT
OF
TRANSPORT



Annual Report

1962 - 1963









# ANNUAL REPORT

of the

# **ONTARIO DEPARTMENT OF TRANSPORT**

for

1962-1963





THE HONOURABLE IRWIN HASKETT

Minister of Transport



His Honour,

The Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned begs respectfully to present to your Honour, the Annual Report of the Department of Transport for the fiscal year ending March 31, 1963.

Irwin Haskett, Minister.

Swin Raskett

## REPORT OF THE DEPUTY MINISTER

To: THE HONOURABLE IRWIN HASKETT,

Minister of Transport, Ontario.

Sir:

I have the honour to present herewith the Annual Report of the Department of Transport for the fiscal year ending March 31, 1963. As required under Section 146(e) of the Highway Traffic Act, this report includes the report of the Registrar of Motor Vehicles.

May I point out, Sir, the highlights of the report.

#### 1. Registration Growth

Motor vehicle and trailer registrations continued to climb. There was a 2.7% increase in 1962 over 1961, establishing a new record of 2,331,552 units.

This year found more drivers on our roads. There was a 2.3% increase of licensed drivers, bringing the total to 2,469,425.

## 2. The Motor Vehicle Accident Claims Fund

The Motor Vehicle Accident Claims Act 1961-62 came into force July 1, 1962, replacing the Unsatisfied Judgment Fund. Two significant improvements resulted.

- (a) Provision for payment of claims without having to commence a law suit or obtain a judgment.
- (b) An increase in the limit for all claims arising out of one accident to \$35,000 subject to a limit of \$5,000 for damage to property.

A new branch of the Department was set up to administer this fund.

During the fiscal year April 1, 1962 to March 31, 1963, 2,109 claims were paid totalling over \$4,100,000. This compares with 1,116 claims and payments of over \$3,100,000 for the fiscal year 1961-62.

Repayments to the Fund indicated an increase of just over \$90,000, while the number of payments received was almost 50% greater than its preceding fiscal year.

# 3. New program for quarterly licensing of commercial vehicles

As a convenience to farmers, the trucking industry and resort operators, changes were made in the Highway Traffic Act so that licence plates could be purchased either by quarter, or by year. This change is an important one effecting savings for those requiring only seasonal use of vehicles.

# 4. New program for driver licensing

Procedures for issuing drivers' licences on a three year renewal basis were developed. This new method will improve service to the public and provide better records for licence control.

# 5. Movie . . . "Right From the Start"

This colour film on driver instruction in secondary schools, was the first produced by the Department. It proved to be the outstanding safety film in North America in 1962, and won the National Safety Council's Award of Merit.

# 6. Road Safety Workshops

Originally conferences were held annually in Toronto. Because of the tremendous success and interest created, it was decided to make the conferences regional and bi-annual. They were held in London, Port Arthur, Sudbury, and Ottawa, and attended by civic and business leaders, officials from police departments, schools, women's organizations, service clubs, churches and the communications industries.

## 7. Portable Safety Check Lanes

The permanent inspection centre at Downsview gave the standard 38-point check to over 35,000 vehicles.

In addition, the Department provided 5 portable lanes for use by communities who wanted to conduct safety checks. 61 communities borrowed the lanes and a total of 68,195 vehicles were checked.

#### 8. Ordinary Revenue

The change in expiry date of 1962 commercial motor vehicle and trailer registrations created a decrease in the fiscal 1962-63 collections. Revenue from this source will show a corresponding increase in the next fiscal year.

Ordinary Revenue collected totalled \$69,600,000 vs \$70,216,000 the preceding year.

## 9. Legislation

Important amendments were made to The Highway Traffic Act and Regulations thereunder. These included and concerned:

- (a) changes in the demerit point system
- (b) seat belt requirements
- (c) quarterly registration of commercial vehicles and trailers (see 3. preceding)
- (d) increase in maximum length of vehicles and combination of vehicles
- (e) speed limits on highways adjacent to schools

The above subjects, plus a complete review of all Department activities, follows.

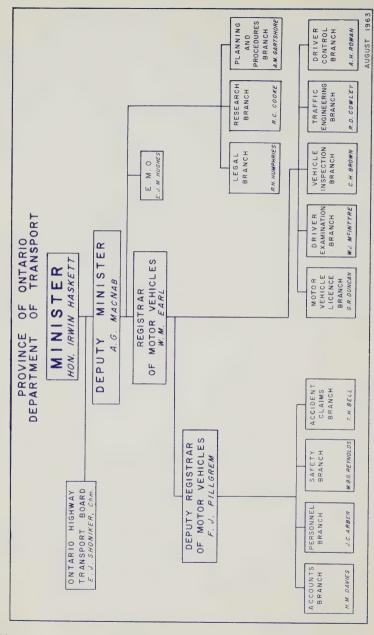
All of which is respectfully submitted,

I have the honour to be, Sir, Your obedient servant,

A. G. MACNAB,

Deputy Minister.

# **DEPARTMENT REPORT**



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#### ACCOUNTS BRANCH

In the fiscal year 1962-63 the department collected \$69.6 million in Ordinary Revenue, this amount represents a decrease of \$.7 million from the previous fiscal year. The change in the expiry date of 1962 registration for commercial motor vehicles and trailers accounts for the total amount of this decrease. The revenue from this source will show a corresponding increase in the next fiscal year. As indicated in the following table revenue from all other sources showed an increase.

		Fiscal Ye	ar Ending	
	March 31, 1963		March 31, 1962	
	\$	Percentage	\$	Percentage
Passenger Vehicles	30,356,000.	43.6%	28,871,000.	41.1%
Dual Purpose Vehicles	2,662,000.	3.8%	2,392,000.	3.4%
Commercial Vehicles	26,203,000.	37.6%	29,470,000.	41.9%
Public Commercial Vehicle and Public Vehicle Fees	3,944,000.	5.7%	3,637,000.	5.2%
Drivers	2,835,000.	4.1%	2,649,000.	3.8%
Transfers	832,000.	1.2%	822,000.	1.2%
Fines	1,280,000.	1.8%	1,112,000.	1.6%
Other	1,522,000.	2.2%	1,263,000.	1.8%
	\$69,634,000.	100.0%	\$70,216,000.	100.0%

Ordinary Expenditure in 1962-63 amounted to \$5.6 million, which represents an increase of \$0.4 million or about 7%. This increase in expenditure was due for the most part to

- (1) normal increase in volume of licences issued.
- (2) procurement of electrical filing equipment for recording driving records,
- (3) the start of the master file for machine issuance of drivers licences, and
- (4) expansion of activities in the Vehicle Inspection Branch.

The following statement of Net Receipts and Disbursements shows an excess of Net Receipts over Disbursements of \$64. million.

# NET RECEIPTS AND DISBURSEMENTS YEAR ENDING MARCH 31, 1963 (EXCLUSIVE OF THE MOTOR VEHICLE ACCIDENT CLAIMS FUND)

#### NET RECEIPTS

### Motor Vehicles Administration

Permits and Licences			
Passengers	\$30,289,049.85		
Trucks and Tractors	20,176,658.74		
Buses	772,745.69		
Dual Purpose	2,662,402.00		
Trailers	5,252,863.13		
Motorcycles	67,035.10		
Dealers —			
Automobile \$87,190.00			
Motorcycles 240.00	87,430.00		
Operators	1,380,098.10		
Instruction	601,432.50		
Chauffeurs	853,716.55 18,015.20		
Garages	384,586.50		
Driving Instructors	13,583.00		
		\$62,559,616.36	
		,,,	
Fees			
Transfers	832,008.35		
Public Vehicles	447,484.59		
Public Commercial Vehicles	3,496,992.03		
Duplicate Permits and Licences	71,521.00		
Searches and Certificates	147,202.26		
Lists	22,102.42		
Examinations	683,129.00		
Miscellaneous	3,477.00		
		5,703,916.65	
Fines		1,280,056.44	
			\$69,543,589.45
Outsit William Manager Deed			
Ontario Highway Transport Board Fees			00 700 80
rees	•••••	••••••	90,703.86
m			
Total	•••••		\$69,634,293.31

#### DISBURSEMENTS

DISBURS	SEM	IENTS		
Main Office				
Salaries		360,615.55 13,762.39 14,866.07 5,703.14		
Contingencies				
Studies and Research		501.37		
Minister		395,448.52 12,000.00	\$ 407,448.52	
0 / 1 771 1 771 / 122 1			,	
Ontario Highway Transport Board				
Salaries		115,697.54		
Travelling Expenses		3,510.03 7,536.99		
Maintenance		7,556.99	126,744.56	
			120,144.00	
Highway Safety Branch				
Salaries		152,076.84		
Travelling Expenses		13,683.16		
Maintenance		29,993.69		
Highway Safety Publicity Grants —		323,842.60		
Ontario Safety League		15,000.00		
Ontario Traffic Conference Canadian Highway		5,000.00		
Safety Council		10,000.00	F40 F00 00	
			549,596.29	
Motor Vehicles Administration Salaries	6	0.000.014.54		
Travelling Expenses		2,962,814.54 177,384.69		
Maintenance		760,814.86		
Advertising		38,790.16		
Registration Plates and Supplies		487,670.51		
Fees, etc.		78,046,18		
			4,505,520.94	
W . 1 D. 1				
Total Disbursements				
Total			 	\$69,634,293.31

# MOTOR VEHICLE ADMINISTRATION NET ORDINARY EXPENDITURE BY BRANCHES AND SERVICES

Branch or Service	Salaries	Travelling Expenses	Maintenance	Total
	\$	\$	\$	\$
Driver Control Branch	1,362,527.99	85,068.72	151,407.29	1,599,004.00
Vehicle Inspection Branch	660,802.79	73,401.12	91,924.05	826,127.96
Motor Vehicle Licence				
Branch	893,801.81	14,879.23	184,886.05	1,093,567.09
Traffic Engineering Branch	45,681.95	4,035.62	18,606.20	68,323.77
General Office Supplies and Equipment				313,991.27
(all branches)				,
Advertising				38,790.16
Registration Plates and Supplies				487,670.51
Fees, etc.				78,046.18
	\$2,962,814.54	\$ 177,384.69	\$ 446,823.59	\$4,505,520.94

# NET CASH RECEIPTS\* FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1954-1963

	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963
Permits and Licenses	€9-	€9-	₩.	₩-	<del>\$\$</del> -	€ <del>5</del> -	€9-	€4>	₩.	85
Passenger Trucks and Tractors# Dual purpose Trailer Motorcycle Dealers—Automobile	10,179,069 9,885,712 166,133 1,490,982 22,314 49,452	11,240,5 10,715,5 215,9 1,723,2 21,4 49,4	17,348,21 15,587,872 453,205 2,443,728 24,851 72,461	19,909,408 118,317,463 118,317,463 118,317,463 118,317,463 118,317,463 11,23 11,23 11,23 11,23 17,172 17,172	21,705,348 18,870,367 959,322 3,429,499 32,256 75,269	3,288,1 20,141,7 1,260,9 4,194,6 444,2 80,5	27,295,455 22,943,217 1,728,530 5,034,360 53,860 84,959	28,328,868 23,011,743 2,135,148 5,236,355 91,873 84,015	28,800,002 23,695,052 2,392,225 5,774,804 711,482 83,732	2022
Operators and instruction. Charlieurs In transits Garages Driving instructors	1,105,478 648,991 7,016 95,227	1,184,112 684,761 5,139 98,821	1,270,563 717,625 10,060 99,927	1,365,984 754,088 11,962 106,935	1,615,507 783,594 13,117 106,808	1,632,835 799,184 13,988 114,068	1,1	1, 8 &		240 1,981,531 853,717 18,015 384,586 13,583
TOTAL	23,650,431	25,938,838		38,028,567 44,820,211	47,591,138	51,570,126		60,096,022 61,838,626 63,877,924	63,877,924	62,559,616
Fees Transfers Transfers Public vehicles Public commercial vehicles Dup. permits and licences Searches and certificates Lists Examinations Miscellaneous	363.686 514,079 1,192,957 28,701 9,703 7,065 47,104 6,141	371,456 486,016 1,390,222 13,009 13,009 15,134 50,402	415,696 424,928 1,488,844 32,552 20,915 50,998 2,259	453,160 427,202 1,934,216 422,610 16,432 49,016 29,900	891,241 432,268 2,193,495 6,535 45,335 15,498 63,189	818,671 425,305 2,398,781 66,946 58,246 20,091 101,116 2,755	886,146 436,459 2,970,167 72,807 70,578 25,511 131,977 16,565	888,587 415,483 2,973,615 72,142 80,204 22,763 165,138 3,367	822,141 426,458 3,211,354 69,756 106,756 23,268 556,009 10,875	832,008 447,485 3,496,992 71,521 147,202 22,102 683,129 3,477
TOTAL	2,169,312	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210	4,621,299	5,225,946	5,703,916
Fines Breaches of Acts†	363,237	465,782	822,410	1,304,715	1,262,092	1,348,865	1,230,325	1,182,114	1,112,236	1,280,057
GRAND TOTAL\$	26,182,980	28,712,334	41,306,172	49,101,106	52,562,489	41,306,172 49,101,106 52,562,489 56,810,932 65,936,558 67,642,039	65,936,558	67,642,039	70,216,106	69,543,589

<sup>\*</sup> Exclusive of the Unsatisfied Judgment Fund Motor Vehicle Accident Claims Fund and the Ontario Highway Transport Board. † Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act and Motor Vehicle Transport Act (Canada). # Including buses.

#### MOTOR VEHICLE LICENCE BRANCH

In 1962 the number of motor vehicle and trailer registrations increased by 2.7% to approximately 2.3 million and the number of licensed drivers by 2.3% to approximately 2.5 million.

Special permits issued for the movements of oversize and overweight loads also increased with the economy. Conditions under which these special permits are issued are quite restrictive to preserve highways and bridges, and insure safety of the public.

A special assignment for this Branch was to develop methods and procedures for the mechanized issuance of drivers' licences in 1964, and on a three year renewal basis. To spread the work load of issuing 2.5 million licences over a three-year period rather than the present three-month period, it was determined that drivers' licences should expire on the licensee's birthday, and that only one-third of all licences should be renewed each year. This new programme will give the public a simplified, efficient method to secure the issuance of drivers' licences, and provide improved file records for driver licence control.



Two of the many editors checking names and addresses and personal data on 1963 licence applications. The information is subsequently converted to punch cards for the master file.



One of the keypunch machines being used to punch pertinent information on cards. Information from almost 2,500,000 applications was converted by 64 operators.



After the personal data is coded into what becomes a permanent licence number, the cards are sorted alphanumerically at a rate of 1,000 a minute on this sorter.



#### DRIVER EXAMINATION BRANCH

In 1962 the Department operated 45 driver examination centres throughout the province from which 101 travelling examination points were serviced. This growth of the former driver examination division and the province-wide extent of its operations required examining activities to be established as a Branch effective November, 1962.

During the year a total of 233,220 driver examinations were carried out by trained civil service examiners. This total included retests following a 40.9 percent failure at first attempt by 160,591 persons applying for operator's or chauffeur's licences. An additional 235,368 'inside' tests were conducted before the issuance of temporary instruction permits. Included in this total were retests resulting from a 16.5 percent rejection rate.

The test procedures included examination of the licence applicant's vision, knowledge of traffic laws, signs and signals as well as behind-the-wheel qualifications.

1962 was the first year every applicant for a driver's licence was examined by civil service examiners following conversion to the Department's new examination program. Statistics in this respect show the significant growth of driver testing facilities since the formation of the Department of Transport in July, 1957.

#### Re-examinations

It is Department policy to require re-examination of certain groups of drivers. During 1962 there were 12,744 persons in the following categories re-examined: (a) drivers 80 years of age or over, who must be tested annually; (b) drivers 70 years of age or over, if involved in an accident; (c) accident repeaters; (d) drivers involved in fatal accidents; (e) drivers previously suspended under the point system.

#### School Bus Drivers

1,558 drivers made application in 1962 for authority to drive school buses.

The test procedures included a driving test taken in a school bus and examination of the applicant's vision, knowledge of the rules of the road and skill in sign recognition. A school bus driver must also file a certificate of physical fitness.

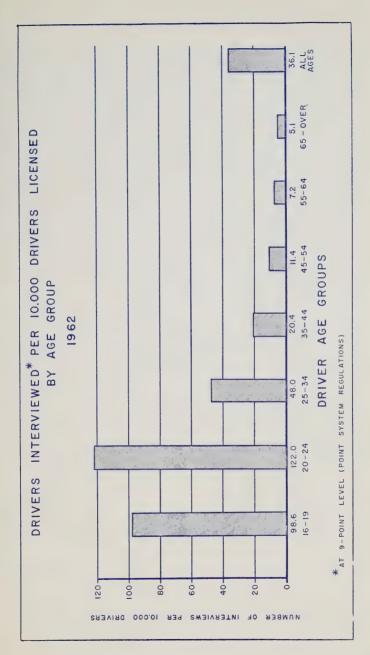
Regulations under the Highway Traffic Act also require a school bus driver to be 21 years of age or over and hold a chauffeur's licence. The licences of successful applicants were endorsed with the proper authority.

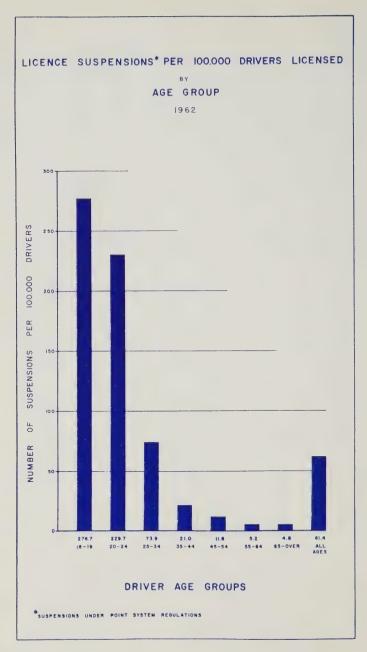
About 7,000 drivers have been tested and authorized to drive school buses since September 1, 1961, when new regulations governing school bus operations became effective.

### Commercial Driving Instructors

After meeting standards of physical fitness and character 321 applicants for driving instructor licences attended convenient centres across the province to be examined by specially trained examiners. Of this number only 139 passed first or second attempts to bring to 721 the total number of licensed driving instructors in the province.

The test is designed to measure not only competence in driving but also an ability to teach others to drive.





#### DRIVER CONTROL BRANCH

This Branch, following re-organization of the Department in 1962, now comprises the Accident Statistics, Financial Responsibility, Driver Improvement and Services Divisions.

Reports on the operations of these Divisions, supplemented by appended statistical information, are submitted herewith:

### Accident Statistics Division

This Division, which has been in existence since 1930, continued to maintain records of motor vehicle accidents and the compilation and circulation of statistical information related to their occurrence. In 1962 there were 94,231 accidents reported, involving the loss of 1,383 lives and injury to 41,766 persons, in addition to a waste through property damage amounting to nearly 45-million dollars.

Statistical information, which is cross-analyzed in a great many ways, has been used for educational and engineering purposes. In addition, the reports of accidents become a part of the drivers' records and serve as the bases for re-examination, suspension, or other driver-improvement or driver-control action.

More detailed data on accidents are appended to this report and they are also presented in the Department publication, "Accident Facts, 1962".

# Financial Responsibility Division

The primary function of this Division is to administer the financial responsibility provisions of the Highway Traffic Act. It is the purpose of this law to ensure, within certain limits, the financial ability to pay damages resulting from accidents or as a result of convictions for traffic offences. This law has existed for more than thirty years and aims to encourage drivers and owners of motor vehicles to obtain liability insurance on a voluntary basis.

This has been done in two ways: 1) Persons convicted of minor offences, involving injury or property damage accidents, who would otherwise be required to submit proof of financial responsibility, are relieved of this requirement if liability insurance is in effect to cover the accident; and 2) Persons whose vehicles are insured when registering their vehicles are not required to pay the added uninsured motor vehicle fee. This fee, up to the end of 1961, was \$5.00, and was increased to \$20.00 at the beginning of 1962.

The financial responsibility law also provides that the driver who shows lack of a sense of responsibility in the operation of a motor vehicle shall have his driver's licence and motor vehicle permit suspended until he is able to prove ability to pay for damage which he may cause in the future.

During the year 1962 there were 29,126 drivers suspended pending the filing of proof of financial responsibility as compared with 26,781 for the previous year.

# **Driver Improvement Division**

This Division is primarily involved with drivers whose records show a pattern of repeated convictions for traffic offences or persistent involvement in accidents. Its efforts are directed towards the improvement and control of drivers. Such work is closely allied with the administration of the Demerit Point System which was initially introduced on April 1, 1959, and revised on July 1, 1962.

The Point System continued to identify drivers whose records showed unsatisfactory performance. Under this system in 1962, warning letters were sent to 36,244 drivers, a total of 8,921 others were interviewed and 2,188 were suspended under these regulations. Of the latter total, 1,516 suspensions were applied for 'point accumulation'.

#### Medical Committee

The function of the Medical Section of the Branch is the identification—leading to appropriate action—of drivers who suffer from physical, mental or emotional states or disabilities that would affect ability to drive safely.

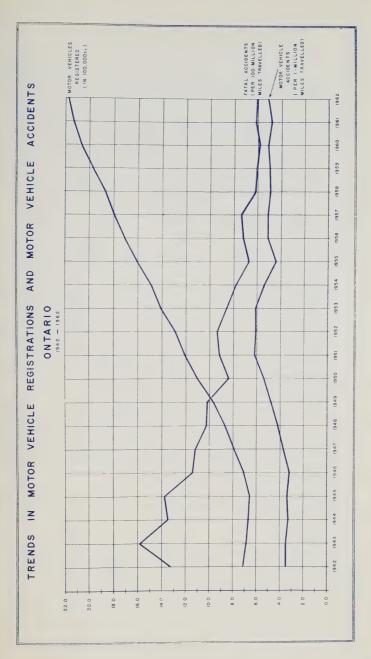
The Medical Committee provides the professional opinion as to the action thought necessary in each individual case submitted.

In 1962, 887 new cases were referred to the Committee in addition to 300 other cases which were submitted for reconsideration. Of the 887 cases, 583—or about two-thirds—involved diseases of the nervous system (epilepsy, narcolepsy, Parkinson's Disease, mental illness, etc.); and 251 were broadly classified as cardiovascular diseases. The total of 1,187 cases referred for consideration may be compared with 1,029 for the previous year.

# Services Division (Driver Records—Abstracts)

The Services Division maintains records of drivers involved in reportable accidents, and convictions registered for traffic offences. It is the function of the Division to make available to the public, police, courts, insurance companies and other agencies, complete individual driving records upon request. It also serves the other Divisions of the Branch by providing information relating to individual drivers.

In the past year the increase in convictions registered totalled almost one hundred thousand. To enable us to provide prompt and efficient service, in the face of this growing work-load, it has been necessary to introduce mechanized index card units and motorized filing cabinets to store active files. The number of requests for abstracts of driving records has also advanced appreciably. In 1962 there were more than one hundred thousand such requests. To speed the processing of these documents a new form has been developed which has eliminated the need for additional staff.



#### MOTOR VEHICLE ACCIDENT CLAIMS FUND

The Motor Vehicle Accident Claims Fund is the successor to the Unsatisfied Judgment Fund. It is operated under the authority of a new Act, The Motor Vehicle Accident Claims Act, 1961-62, which came into force on July 1, 1962.

Coincidental with the coming into force of the new Act, the Motor Vehicle Accident Claims Branch was set up. It combines the operations formerly carried on by the Unsatisfied Judgment Division of the Attorney General's Department and by the Payment and Repayment Division of the Driver Control Branch.

The financial statement of operations which will be found elsewhere in this report, covers the last three months of the old Fund and the first nine months of the Motor Vehicle Accident Claims Fund

There were two significant changes in the legislation:

 Provision for payment of claims without having to commence a lawsuit or obtain a judgment.

During the first nine months of operation of the new Fund out of a total of 4,619 new claims reported, in over half—2,916—no legal action has been commenced.

Many of the claims are for small amounts from fifty dollars up to a few hundred. These are claims that would not likely have been made under the previous legislation because of the expense and time involved in obtaining a judgment.

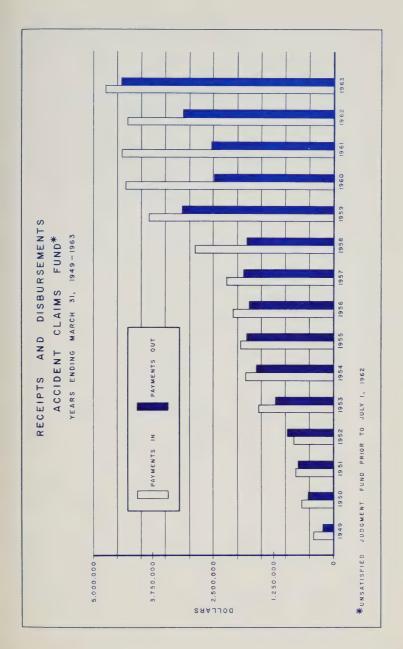
#### 2. Increased limits.

The new limits, \$35,000.00 for all claims arising out of one accident—subject to a limit of \$5,000.00 for damage to property—is a decided improvement over the former limits which were \$10,000.00 on account of injury to or the death of one person and not more than \$20,000.00 on account of injury to or the death of two or more persons in any one accident and \$2,000.00 for damage to property resulting from one accident.

One claim has resulted in the payment of slightly over \$31,000.00 plus costs. There are others which will almost certainly amount to more than the former limits.

Claims paid during the fiscal year April 1, 1962 to March 31, 1963, total just under four and one-half million dollars covering 2,109 accidents. This compares with just over three million dollars covering 1,116 accidents for the fiscal year 1961 to 1962.

It will be noted that repayments to the Fund showed an increase of just over ninety thousand dollars and the number of payments received during the period was almost fifty percent greater than in the previous fiscal year.



### MOTOR VEHICLE ACCIDENT CLAIMS FUND

### FROM INCEPTION JULY 1, 1947 TO

	For 10 years July 1, 1947		
	to March 31, 1957	1958 \$	1959 \$
RECEIPTS			
Annual Driver's Fee (\$1.00)	11,782,245.00	2,162,365.00	2,214,538.00
Uninsured Motor Vehicle Fee *	manage.	559,120.00	1,443,400.00
Repayments by Debtors	560,754.50	180,087.86	214,565.88
Interest on Fund Balance (Sec. 2(7) — effective 1st July 1962)	-	-	-
Total Receipts	12,342,999.50	2,901,572.86	3,872,503.88
PAYMENTS Claim Cases ** (Sec. 5 — cases settled without court action) Judgment Cases (Sec. 6 — cases where		_	_
judgment has been secured against a known owner and/or operator)	9,821,037.02	1,662,394.44	2,953,772.89
Hit and Run Cases (Sec. 11 & 14 — includes stolen and non-resident vehicles. Judgment recovered against Registrar for personal injury only)	973,399.44	112,589.23	184,630.09
Administration Costs (Sec. 2(8) — effective 1st July 1962	_	-	-
Total Payments	10,794,436.46	1,774,983.67	3,138,402.48
BALANCE IN FUND	\$ 1,548,563,04	\$ 2,675,152.23	\$ 3,409,253.63
NUMBER OF CASES PAID  Claim Cases **		-	
Judgment Cases	3,577	522	1,189
Hit and Run Cases	303	33	54
Total	3,880	555	1,243

### STATEMENT OF OPERATIONS -

### MARCH 31, 1963

Year	ending	31st	March
------	--------	------	-------

1960 \$	1961	1962	1963 \$	Totals \$
2,409,519.00	2,466,339.00	2,473,754.00	2,537,811.00	26,046,571.00
1,644,190.00	1,603,375.00	1,506,690.00	1,459,691.10	8,216,466.10
316,480.72	357,235.95	366,581.94	457,118.19	2,452,825.04
. —	_	_	240,675.77	240,675.77
4,370,189.72	4,426,949.95	4,347,025.94	4,695,296.06	36,956,537.91
_	doct-us	_	155,600.98	155,600.98
2,348,787.38	2,297,838.39	2,808,365.42	3,574,046.09	25,466,241.13
148,424.36	216,171.49	329,603.12	398,504.21	2,363,321.94
_		_	306,378.47	306,378.47
2,497,211.74	2,514,009.88	3,137,968.54	4,434,529.75	28,291,542.52
5,282,231.61	7,195,171.68	8,404,229.08	8,664,995.39	
_		_	601	601
851	913	1,059	1,437	9,548
31	45	57	71	594
882	958	1,116	2,109	10,743

<sup>\*</sup> From 1958 to 1961 inclusive a \$5.00 uninsured motor vehicle fee collected with the registration of each uninsured vehicle. This fee was raised to \$20.00 in 1962.

<sup>\*\*</sup> Claim Cases;—Legislation effective 1st July, 1962.

# UNSATISFIED JUDGMENT FUND THE HIGHWAY TRAFFIC ACT FOR THE PERIOD FROM APRIL 1, 1962 TO JUNE 30, 1962

Balance at credit of Fund, March 31, 1962	\$ 8,404,229.08
RECEIPTS-	
Fees on issue or renewal of Chauffeurs' or Operators' Licences	
Fees on issue or transfer of Permits for Motor Vehicles by Uninsured Owners	
Recoveries of Judgments	507,291.13
	\$ 8,911,520.21
DISBURSEMENTS-	
Judgments paid including costs	682,008.45
Balance at credit of Fund, June 30, 1962	\$ 8,229,511.76
(Transferred to the Motor Webi-le	

(Transferred to the Motor Vehicle Accident Claims Fund on July 1, 1962)

# MOTOR VEHICLE ACCIDENT CLAIMS FUND MOTOR VEHICLE ACCIDENT CLAIMS ACT—CHAPTER 84 FOR THE PERIOD FROM JULY 1, 1962 TO MARCH 31, 1963

Balance from Unsatisfied Judgment Fund, July 2, 1962	\$ 8,229,511.76
RECEIPTS—	
Fees on issue or renewal of Chauffeurs' or Operators' Licences	
Fees on issue or transfer of Permits for Motor Vehicles by Uninsured Owners	
Recoveries of Judgments	
Interest	4,188,004.93
	\$12,417,516.69
DISBURSEMENTS-	
Judgments paid including costs \$ 3,290,541.85	
Claims paid under Section 5 of M.V.A.C. Act 155,600.98	
Administration Expenses	\$ 3,752,521.30
Balance at credit of Fund, March 31, 1963	\$ 8,664,995.39

### VEHICLE INSPECTION BRANCH

When the Vehicle Inspection Branch was first formed, it was primarily concerned with the control of commercial vehicles in Ontario. This was effected by the use of a limited number of weigh stations in Southern Ontario along with a proportionate number of patrol areas. Today, commercial vehicles continued to be checked by our Inspectors but on a much larger scale. The number of weigh stations in Southern Ontario has increased, the patrol areas have become smaller in size allowing more intensive inspection and control. The Department is gradually assuming the responsibility of operating weigh stations in Northern Ontario and by the end of the year operated a province-wide total of 37.

In addition to this normal increase in duties and responsibilities, the inspection staff checked the garages, parking lots, used car lots, and wrecking yards in the Province. These frequent inspections are made to ensure that the premises are licenced for the current year, and the necessary records are kept as required by the Highway Traffic Act. The Branch made over 30,000 of these inspections.



In the fall of 1959, a motor vehicle inspection centre was opened at Downsview and has been operating successfully ever since. This centre provides a thorough safety inspection of motor vehicles which is free and covers 38 critical examination points. During the year under review, this centre conducted about 35,000 vehicle checks. The portable safety lanes were also busy during the year and 5 new ones were added. This supplementary vehicle inspection programme has been extremely well received and last year approximately 68,000 vehicles were checked on the portable safety lanes alone.

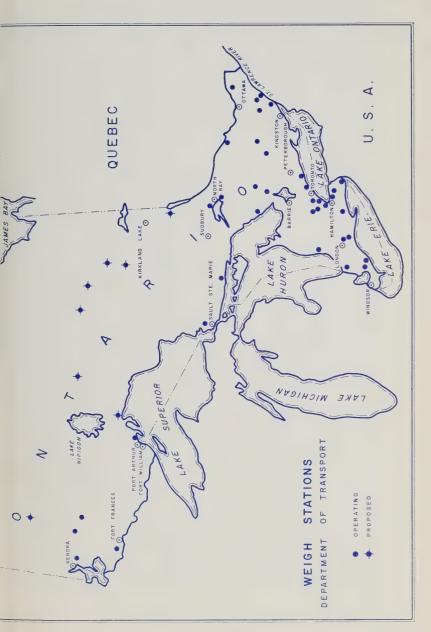
The Inspectors also continued to examine school buses in Ontario and filed reports of their examination with Head Office. There were almost

7500 of these school bus inspections. Furthermore, certificate of mechanical fitness were filed yearly on all school vehicles, thus keeping the school buses in Ontario at a high general standard.

The inspection personnel are also continually conducting special surveys on behalf of other Branches, the results of which are of significant statistical value.



Vehicles being given the 38-point safety check on portable equipment during one of the many visits to various Ontario centres.



### HIGHWAY SAFETY BRANCH

### Vehicle Safety Check Lanes

In co-operation with Inspectors of the Vehicle Inspection Branch arrangements were made for local vehicle safety check lanes in several districts. Accident prevention organizers contacted communities interested in operating safety lanes and arranged that equipment be made available free for periods varying from 3 days to 4 weeks. The organizers advised the sponsoring agencies as to the best location for the test lane unit and helped in securing voluntary assistance from local safety councils, police departments, garage operators, service clubs, and other interested community groups.

Support was given to these safety check lanes by advertisements in local newspapers, radio, and T.V. stations to draw attention to times and locations at which car owners may have their vehicles checked free of charge. This safety program has been extremely well received and the units were fully committed during the 1962 season from early April to late October. A total of 61 communities were visited—some on more than one occasion—and 68,195 vehicles were given the standard 38-point check.

### Road Safety Workshops

In previous years a safety conference was held annually in Toronto. Due to the outstanding success and popularity of these conferences, a series of regional road safety workshops was organized. They were conducted in London, Port Arthur, Sudbury, and Ottawa. The workshops were actively represented by various municipal authorities, business and industrial organizations, police departments, school systems, women's organizations, service clubs, and groups representing churches, press, radio and television.

### Safe Bicycling

During 1962 a new program was introduced designed to stimulate greater interest in safe bicycle riding. The thought behind this effort was not only to help safeguard the young cyclist but also to help train the future motorist in safe driving habits. It was built around the idea of the "Crusader Cycle Club". Special materials were designed and produced to assist police departments, schools, service clubs, local safety councils, and other community groups. The program covered three phases: instructions in the rules of the road; safety inspection of the bicycle; and examination of the children as to their skill in using the bicycle. More than 300 communities have shown active interest in this program.

### Senior Citizens Safety

It is an unfortunate fact that people aged 65 years and over, who make up less than 9% of our population, are involved in 30% of the pedestrian fatalities. For this reason a special program was launched in 1962 aimed at educating senior citizens to be more traffic safety conscious. The Department published a pamphlet entitled "The Lost Art of Walking". A kit was produced which included a set of 26 slides, three wall posters, a folder outlining pedestrian safety rules, and a manual showing how to present the program. This program was most favourably received among "Second Mile" Clubs, church organizations, police departments, and other groups interested in the safety of our older pedestrians.



From the cover of the popular pamphlet "The Lost Art of Walking" produced by the Department.

### Accident Prevention Organizer

Safety promotion on the local level has been entrusted to four field men of the Highway Safety Branch, known as Accident Prevention Organizers, who are based in London, Toronto, Ottawa and Sudbury. Their primary responsibility has been to promote three basic programs: School Safety Patrols; Driver Instruction Courses in Secondary Schools; and Local Safety Councils. They also gave numerous talks, illustrated with safety films; and co-operated with newspapers, radio and T.V. stations in order to disseminate traffic safety information to the general public. During 1962, 19 new school patrols were set up under the guidance of the Accident Prevention Organizers. More than 1000 Ontario schools now have patrols and over 20,000 patrol members are on duty each day of the school year guarding the safety of their fellow students.

### **Driver Instruction in Secondary Schools**

During 1962, the Department continued to work in close co-operation with the Department of Education in developing and supporting high school driver instruction. Financial assistance was provided by the Department of Education in the form of grants under the night school program. The Department of Transport provided text books, dual-control mechanisms for instruction cars, films, film strips, and other educational material. By the end of 1962, 65 secondary schools were offering approved courses to their students as an extra-curricular activity. In addition, 19 areas indicated that they were interested in introducing the driver training in the near future.

In this connection, the Department produced a movie entitled, "Right from the Start". This movie graphically explains the subject of driver instruction in secondary schools and is designed to overcome any objections to it based on lack of knowledge. The 23-minute colour film has been shown to a wide variety of audiences both in Ontario and elsewhere. It won for the Department the National Safety Council's Award of Merit as the outstanding safety film produced in North America in 1962. This film was one of 86 entries; and was the only Canadian entry to win an award.

### **Local Safety Councils**

There are 84 local safety councils in Ontario. During the past year, five new local safety councils were formed, with departmental co-operation, one each in Port Hope, Brockville, Grimsby, Listowel, and Waterloo Township.

### Exhibits

The Department was again represented at the Canadian National Exhibition. Tests of driving skills were conducted by uniformed personnel by means of psycho-physical testing equipment. Over 20,000 interested visitors tried the tests during the exhibition. Static exhibits were also placed in the Central Canada Exhibition in Ottawa, the Western Ontario Fair in London, The Royal Winter Fair, and the National Sportsmen's Show in Toronto. In addition, the Department's mobile display trailer visited seventeen local fairs.

### Monthly Bulletin

The Department's monthly publication "Ontario Traffic Safety" was continued and distributed to some 70,000 readers each month during the year. It provided a medium for the exchange of information among people interested in the prevention of traffic accidents in all parts of the Province.



### PERSONNEL BRANCH

The Department experienced more organizational changes of a major nature. These are reflected elsewhere in this report. For administrative efficiency, certain Branch Heads were assigned to report to the Deputy Minister, others to the Registrar and to the Deputy Registrar. Two new Branches were formed and one new Division. The Motor Vehicle Accident Claims Branch was organized in the summer of 1962. To keep pace with growth and to provide maximum efficiency, the Planning and Procedures Branch was set up to be operational in 1963. During the year a Data Processing Division was added to the Motor Vehicle Licence Branch. The Personnel Branch assisted in organizing the new work groups, establishing new positions and classifications, and recruiting additional staff.

Orientation courses for recruits in the Vehicle Inspection Branch and Driver Examination Branch were continued. Development courses were conducted for Field Supervisors in these Branches. Maintenance of position inventory, including the re-writing of existing position specifications and the writing of specifications for new positions in conjunction with the Department of Civil Service, occupied a good part of the time of the staff of this Branch. There were 164 new employees recruited of which 114 were replacements. Staff complement at March 31st, 1963, was 982.

### TRAFFIC ENGINEERING BRANCH

Traffic Engineering Branch continued to give technical assistance and advice to municipalities with local traffic problems. The Branch received 306 requests for advice. These resulted in 51 formal written reports and 106 personal visits to municipal councils.

The approval of local by-laws and traffic signals, as required by the Highway Traffic Act, continued. During 1962, 1090 by-laws were approved; while 322 signal approvals were processed.

By Order-in-Council 4092/62 a research body was created, which is referred to as The Metropolitan Toronto & Region Transportation Study. It was established "to study and report on an overall transportation policy for Metropolitan Toronto and surrounding municipalities." The Study is composed of an Executive Committee, a Technical Advisory and Coordinating Committee (chaired by a member of the Traffic Engineering Branch), and a staff headed by a Study Director.

The first few month's operation of the Study has shown the probable involvement of the following:

- (a) orientation of the committees to the problems and potentials of the different systems of transportation.
- (b) development of existing and future land use and densities outside the Metropolitan Toronto boundaries by Department of Municipal Affairs. (The same data within Metropolitan Toronto has been developed by the Metropolitan Toronto Planning Board in their draft Official Plan.)
- (c) a physical inventory of railway lines and physical possibilities of use for commuter trains or rapid transit. (Economic feasibility to be the next stage of study.)

### LEGAL BRANCH

Significant legislative amendments were made to The Highway Traffic Act in the 1962-63 session of the Legislature. The more important of these included the following:

It was provided that where rear vision mirrors extend beyond the maximum width of commercial motor vehicles, the front clearance light shall be affixed to the mirror. The maximum length of vehicles was extended from 33 feet to 35 feet and of combination of vehicles, from 50 feet to 60 feet. With respect to restricting the length of combination of vehicles, cities were empowered to limit the operation of a combination of vehicles in excess of 50 feet.

An amendment required the identification of trailers exceeding a gross weight of 6000 pounds by manufacturers' serial numbers, so that the trailers will be identified in the same manner as motor vehicles.

The Lieutenant Governor in Council was authorized to make regulations designating organizations to test and mark approval of automobile accessories and to prohibit the installation of accessories that are not marked as approved by the testing organization. An example of the application of this authority would be testing and marking of seat belts.

Municipalities were authorized to designate a speed limit of 25 m.p.h. on parts of highways adjacent to schools. The school zones must be marked in accordance with regulations made by the Department.

In addition, numerous regulations to the Highway Traffic Act were enacted in the past year including quarterly registration of commercial motor vehicles and trailers, changes in the demerit point system and seat belt requirements.

### PLANNING & PROCEDURES BRANCH

Since its formation late in 1962, this Branch has been wholly concerned with the planning and organization of the Machine Issuance of Driver's Licences. The Branch's director has also filled the position of Administrator of the Data Processing Division. The Branch will now be released from these duties and will function in an advisory and consultative role on procedures, advance planning and office efficiency.

### EMERGENCY MEASURES ORGANIZATION

The Ontario Department of Transport continued to be represented by a liaison officer on the inter-departmental committee, constituting the Emergency Measures Organization of Ontario. Several meetings were held between Federal EMO representatives, the Deputy Minister of Transport and the liaison officer.

The Deputy Minister arranged to have Inspectors of the Vehicle Inspection Branch attached to each zone to serve as advisors. In addition, Department representatives attended Emergency Measures Orientation courses held in April and May, 1962, in the following locations: Peterborough, Ottawa, London, Hamilton, and Toronto.

The Minister, Deputy Minister, Commissioner of Highway Safety and the Liaison Officer attended Exercise Tocsin II at Camp Borden, Ontario. A plan for alerting senior officials in the Department was also prepared for use in the event of an emergency.

### RESEARCH BRANCH

During the fiscal year the Research Branch continued in its major role of examining and reporting upon transport and related questions of interest to the senior administrative officers of the department. Many studies mentioned in previous reports are of a continuing nature and are constantly being up-dated and revised as factual information is compiled by this Branch and other research organizations in Canada and the United States of America.

The following paragraphs will provide a sample of the studies undertaken during the year under review:

As part of the Department's contribution to the work of the Canadian Conference of Motor Transport Authorities the Branch designed — on behalf of the Canadian provinces — a periodic sample survey of commercial motor vehicles moving across interprovincial or international boundaries.

Another study of particular interest to the Canadian Conference of Motor Transport Authorities is the work dealing with uniform classifications of motor vehicles and trailers across Canada. The branch is maintaining close contact with United States authorities engaged on similar projects.

Studies related to Vehicle Engineering:

Vehicle braking performance and equipment; co-operated with the Canadian Standards Association in the preparation of C.S.A. standard on seat belts; worked with the Department of Highways in reviewing legislation governing spring suspensions of commercial motor vehicles.

In addition to the above the Research Engineer of the Branch performed duties as a member of:

Engineering Sub-Committee of the American Association of Motor Vehicle Administrators

Canadian National Branch of the International Lighting Commission

American Standards Association Noise Committee

The Branch is continually working to improve the statistics and records maintained by this Department dealing with all phases of the transportation problem.





# STATISTICAL TABLES

TABLE 1: MOTOR VEHICLE REGISTRATIONS, 1903-1962

LICENCE YEAR*	Passenger	TRUCK AND TRACTOR	Bus	Dual Purpose	Motor-	TOTAL MOTOR VEHICLE	TRAILER
1903	178			***************************************		178	
1904	535					535	
1905	553					553	
1906	1,176				***************************************	1,176	***********
1907	1,530			***********		1,530	
1908	1,754	**********		***********		1,754	******
1909	2,452	*******				2,452	
1910	4,230					4,230	
1911	11,339					11,339	
1912	16,268				1,754	18,022	
1913	23,700			************	2,900	26,600	
1914	31,724		ctor		3,633	35,357	*************
1915	42,346		tra		4,174	46,520	***************************************
1916	51,589	2,786	and tractor		4,287	58,662	
1917	78,861	4,929			5,180	88,970	
1918	101,599	7,529	with truck		5,002	114,130	
1919	127,860	11,428	with		5,516	144,804	
1920	155,861	16,204	ded	**********	5,496	177,561	
1921	181,978	19,554	Included	*********	4,989	206,521	327
1922	210,333	24,164	Ę		4,799	239,296	463
1923	245,815	28,612			4,325	278,752	591
1924	271,341	31,488			3,941	306,770	778
1925	303,736	34,690			3,748	342,174	1,058
1926	343,992	39,012			3,345	386,349	1,398
1927	386,903	43,442			3,159	433,504	1,962
1928	429,426	54,714			3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

TABLE 1: CONTINUED

T		TRUCK		DUAL	Motor-	TOTAL MOTOR	
LICENCE YEAR*	Passenger	AND TRACTOR	Bus	PURPOSE	CYCLE	VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	†	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,20 <b>6</b>	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406.119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5.198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961	1,686,149	316,669	6,213	108,295	8,944	2,126,270	144,180
1962	1,718,413	322,888	6,818	121,706	7,323	2,177,148	154,404

<sup>\*</sup> Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately  $14\,\%$  months. However, the number issued after December 31 is relatively very small.

<sup>†</sup> Included with passenger cars.

<sup>‡</sup> Beginning in 1950, station wagons and similar vehicles included in dual purpose.

TABLE 2: LICENCES AND PERMITS ISSUED, 1958-1962\*

CLASS OF LICENCE OR PERMIT:	1958	1959	1960	1961	1962
Drivers' Licences:					
Operators	1,357,647	1,419,201	1,473,685	1,512,054	1,512,118
Chauffeurs	818,770	851,045	881,882	902,561	921,928
Total:	2,176,417	2,270,246	2,355,567	2,414,615	2,467,046
Other Documents:					
Instruction Permits	414,300	428,301	424,977	330,085	309,261
Transfers	426,051	451,534	458,008	451,496	430,321
Transfers (dealers)	351,495	373,229	372,412	384,958	387,538
"In Transit" permits	14,384	19,448	17,212	28,490	34,489
Manufacturers' and dealers'	2,755	2,958	3,065	2,990	3,061
Motorcycle dealers' permits	11	13	20	16	3,001

<sup>\*</sup> Excluding motor vehicle and trailer permits, shown in Table 1.

TABLE 3: PROPORTIONATE INCREASES OF MEDIUM AND HEAVY COM-MERCIAL VEHICLES TO ALL COMMERCIAL VEHICLES, 1945-1962

LICENCE YEAR	MEDIUM AND HEAVY COMMERCIAL*	INDEX No. (1950=100)	ALL COMMERCIAL**	INDEX No (1950 = 100)
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18,594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163
1960	54,218	475	456,704	166
1961	55,865	489	467,062	170
1962	60,662	531	484,110	176

<sup>\*</sup> Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

<sup>\*\*</sup> All trucks, tractors, trailers and buses.

TABLE 4: PASSENGER AND COMMERCIAL VEHICLE REGISTRATION BY CITIES, 1961 and 1962

CITY	Pas	PASSENGER	COMMERCIAL	ERCIAL	DUAL ]	DUAL PURPOSE	TOTAL	AL
	1961	1962	1961	1962	1961	1962	1961	1962
Barrie	7.027	7.252	1116	1.082	605	55.5	8.748	8.989
Belleville	8,572	8,614	1,261	1,253	732	708	10,565	10,575
Brantford	16,993	16,042	2,251	2,070	933	1,021	20,177	19,133
Brockville	5,210	5,115	630	586	347	398	6,187	6,099
Chatham	8,519	8,546	1,795	1,842	512	545	10,826	10,933
Cornwall	9,116	890'6	1,416	1,388	540	584	11,072	11,040
Fort William	11,637	11,577	1,955	1,919	760	898	14,352	14,364
Galt	7,700	7,707	922	921	478	546	9,100	9,174
Guelph	11,010	11,168	1,403	1,278	664	712	13,077	13,258
Hamilton	12,037	7.T, O.T.	9,579	7,848	4,051	4,815	85,667	83,778
Kingston.	91 174	91 500	070,7	6,100	1,080	1,001	19,096	13,443
London I condon	45,174	47.496	5,302	7,000 0000 0000	1,010	3,070	54 411	20,401
Nio con Folls	19,533	15,596	1,022	1,000 1,000 1,000	002,0	1,103	15,411	10,104
North Bay	8.090	8.977	1.588	1,440	600	781	11,400	10,019
Oshawa	18,007	17,400	2,349	2,367	1.104	1.278	21,460	21,130
Ottawa	78,015	84,688	8,742	8,776	5,620	6,537	92,377	100,001
Owen Sound	4,907	4,872	727	969,	269	308	5,903	5,876
Peterborough	13,482	13,585	1,743	1,709	895	926	16,120	16,220
Port Arthur.	11,684	11,752	2,122	2,341	916	915	14,722	14,981
St. Catharines	22,011	24,735	3,191	3,242	1,307	1,567	26,509	29,544
St. Thomas	8,271	7,920	964	930	428	406	9,663	9,256
Sarnia	16,318	16,845	1,938	1,875	1,102	1,272	19,358	19,992
Sault Ste. Marie	14,934	15,164	2,929	2,830	1,249	1,360	1.9,112	19,354
Stratiord	0,080	099,6	(13	200	356	104	6,749	6,764
Sudbury	18,252	18,946	2,272	3,292	1,260	1,371	22,885	23,609
Limmins	5,863	5,049	1,3/3	1,471	423	67.5	7,659	6,995
Toronto (Greater)	457,814	466,970	75,913	77,431	24,891	29,701	558,618	574,102
Waterloo.	5,668	2,867	1.19	609	382	426	899,9	6,898
Welland	9,555	10,067	1,216	1,171	570	682	11,341	11,920
Windsor (Greater)	42,194	45,209	4,743	5,336	2,226	2,550	49,163	53,095
Woodstock	5,927	6,214	750	731	368	383	7,045	7,328
TOTAL	1,000,876	1,027,187	149,656	149,956	60,462	69,229	1,210,994	1,246,372

TABLE 5: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1961 and 1962

Algoma Brant Brant Carleton Cochrane	1961		The same of the sa					
goma. rant. ruce. ruleton.		1962	1961	1962	1961	1962	1961	1962
ant uce rleton chrane	22,202	22,753	5.785	5 577	1 996	9 999	900.00	1
uce .rleton chrane	93,806	99,596	4 140	7,01	1,000	677,7	29,983	30,553
rleton	10100	10,000	4,140	4,127	1,184	1,388	29,130	28.041
rleton chrane	710,010	666,21	3,303	3,453	412	513	16,987	16 961
chrane	95,874	97,338	12,053	11.531	7 448	8 909	110,000	110,001
	17,433	16.693	4 783	4,605	1 979	0,770	010,011	117,162
Herin	4,620	4 693	1 260	1,000	1,410	1,413	23,489	22,801
o a par	7 2 2 2 2	1,000	1,003	1,382	FOT	202	6,148	6.282
who we	1,040	4,010	1,285	1,313	184	193	6,017	6,084
rualli	10,328	10,420	2,327	2,372	574	869	12,000	10,004
inur	19,063	18,563	4.350	4,348	800	200	000000	10,430
sex	70,092	69.247	11,144	11 446	A 197	020	24,503	23,807
ontenac	22.628	99,505	9000	0.54,11	1016	4,992	85,363	85,245
hoarry	4 093	9 0 1 6	0,000	4,034	1,00,1	1,810	28,118	28,409
anxiillo	8,020 0.00 0.00	076,0	1,300	1,244	156	164	5,479	5,394
an Ame	0,000	6,004	1,331	1,305	356	403	7,740	10,00
\\ \frac{1}{2} \rightarrow \\ \frac{1} \rightarrow \\ \frac{1}{2} \rightarr	16,698	16,678	3,776	3.730	720	819	91,104	01,170
laimand	8,620	8,794	2,508	2,326	365	454	11,104	77,77
liburton	1,929	1,900	842	788	153	171	11,430	11,074
Iton	34,698	36,592	4 799	4 959	9 9 5 4	111	2,324	2,859
stings	25,826	96,380	77.7	1,000	1,00,1	2,202	42,281	44,806
non	14 633	10,000	0,411	0,540	1,8U5	1,946	33,048	33,675
0.00	0015	410,01	5,873	3,805	629	757	19.185	19,576
101 ct	0,010	8,934	3,227	3,054	814	268	19,857	19,885
110	26,779	27,203	7,844	7,351	1.243	1.398	25,866	97,000
nordn	28,712	28,905	5.589	5.494	1,695	1 016	000,00	200,000
nark	10.025	10,679	9,875	9,440	1,000	016,1	086,66	36,315
ols.	19 445	10,01	0.000	2,440	929	979	12,925	13.475
mor & Addington	14,14	12,430	2,839	2,633	820	857	16,104	15,980
roln	0,010	4,041	1,709	1,658	258	312	7,537	6.811
com.	20,047	37,311	7,247	7,179	2.330	2.553	46,554	17,049
All control	1,647	1,876	808	787	113	132	9.569	207.6
Widglesex.	63,055	64,339	10,574	11,059	4.591	4 559	78,000	00,00
SKOKa	6,320	6,564	2,318	2,206	685	671	02760	10,001

TABLE 5: PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1961 and 1962 -Continued

COUNTY OR DISTRICT	PASS	PASSENGER	СОМЛ	COMMERCIAL	DUAL	DUAL PURPOSE	Ţ	Total
	1961	1962	1961	1962	1961	1962	1961	1962
Nipissing	14,014	14,062	3.654	3.407	1.051	1 940	18 719	18 700
Norfolk	13,849	14,359	4.140	4,337	674	767	18,663	19,103
Northumberland	9,790	9,823	2,517	9 499	185	0.00	10,000	10,400
Ontario	37,042	36,975	5,750	6,085	2.464	9 787	45,996	12,030
	21,416	21,766	5,282	5,655	1.041	1.122	27.739	28.543
Parry Sound	6,209	6,233	2,554	2,296	563	597	9356	9 1 26
Peel	35,426	36,695	6,361	6,206	2.866	3,175	44,653	46.076
Ferth	15,630	16,106	3,992	3,934	792	988	20,414	20,926
Feterborough	19,784	20,155	3,783	3,760	1,300	1,401	24,867	25,316
Frescott	5,305	5,343	1,614	1,576	216	254	7,135	7,173
Frince Edward	5,410	5,541	1,551	1,622	299	378	7,260	7,541
Rainy Kiver	4,833	5,078	1,701	1,485	438	476	6,972	7,039
Kenirew	19,878	20,674	4,240	4,757	1,290	1,510	25,408	26,941
Nussell	4,030	4,110	1,294	1,293	169	179	5,493	5,582
Simcoe	36,014	37,025	8,365	8,213	2,439	2,722	46,818	47,960
Stormont	12,858	12,853	2,477	2,424	713	772	16,048	16,049
Sudbury	33,862	35,131	6,909	7,341	2,351	2,636	43,122	45,108
Thunder bay	33,187	33,079	7,483	7,510	2,523	2,749	43,193	43,338
Vieterie	9,755	9,946	3,240	3,060	899	738	13,663	13,744
Victoria	8,339	8,300	2,247	2,260	548	441	11,134	11,001
Water100	50,983	52,008	8,038	7,959	3,801	4.075	62,822	64.042
Welland	42,949	47,753	7,091	7,090	2,772	3,470	52,812	58,313
Wellington	22,915	22,526	4,419	4,782	1,138	1,334	28,479	28,642
Wentworth	96,127	96,262	14,027	12,487	6,319	6.568	116,473	115,317
X ork	510,882	526,470	87,284	89,168	31,416	36,770	629,582	652,408
							,	
TOTAL	1,686,149	1,718,413	322,882	322,888	108,295	121,706	2,117,326	2,163,007

TABLE 6: SPECIAL PERMITS ISSUED, 1958-62

Class of Permit	1958	1959	1960	1961	1962
S. (Single trip) S.T. (Short term) L.T. (Long term)	5,700 500 5,000	7,251 600 6,200	8,300 740 7,120	10,060 930 9,269	10,706 1,675 10,040
TOTAL	11,200	14,051	16,160	20,259	22,421

Explanation: Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Sections 52 or 58 of the Act.

TABLE 7: GARAGE LICENCES ISSUED, 1958-1962

CLASS OF LICENCE	1958	1959	1960	1961	1962
A	8,352	9,268	9,117	9,299	9,830
В	3,913	4,457	4,785	4,989	4,945
С	788	911	907	949	957
TOTAL:	13,053	14,636	14,809	15,237	15,732

### EXPLANATION:

Class A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.

Class B: Licence to service and repair motor vehicles.

Class C: Licence to buy and wreck motor vehicles.

TABLE 8: PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1959 - 1963

CLASS OF LICENCE	1959	1960	1961	1962	1963
Public Vehicle	234	216	235	243	270
(Class X)	108	135	147	155	164
School Vehicle	1,897	1,937	2,144	2,233	2,260
TOTAL	2,239	2,288	2,526	2,631	2,694

TABLE 9: PUBLIC VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1959-1963

CLASS OF LICENCE	1959	1960	1961	1962	1963
Public Vehicle Extra-Provincial	2,806	2,807	2,787	2,927	3,023
(Class X)	. 19	. 16	18	18	17
School Vehicle	2,380	2,719	2,988	3,296	3,411
TOTAL	5,205	5,542	5,793	6,241	6,451

TABLE 10: PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1959 TO 1963

CLASS OF LICENCE	1959	1960	1961	1962	1963
A	201	184	183	187	188
В	32	30	30	28	25
C	476	438	430	443	407
D	670	742	817	862	933
E	699	669	667	679	691
F	4,962	5,457	5,001	5,291	5,299
FS	342	337	337	338	349
H	151	149	158	159	158
K	126	134	145	147	143
L	51	55	61	64	57
X	600	675	699	437*	441*
X only	-		_	312	340
Тотаь:	8,310	8,870	8,528	8,947	9,031

<sup>\*</sup> Holders of these 'X' licences also hold other classes of licence.

TABLE 11: PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1959 TO 1963

CLASS OF LICENCE	1959	1960	1961	1962	1963
A	9,812	11,143	11,599	11,780	12,254
В	117	132	104	99	100
C	3,256	3,726	3,851	3,692	3,995
D	4,417	4,789	5,065	5,386	5,479
E	1,064	1,085	1,088	1,129	1,123
F	8,332	8,778	9,051	9,247	9,927
FS	712	659	724	744	779
н	939	958	1,061	1,096	1,175
K	342	375	406	406	430
X only	2,511	3,153	3,497	3,843	3,314*
TOTAL:	31,502	34,798	36,446	37,422	38,576

TABLE 12: RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES\* — LICENCE YEARS ENDING MARCH 31, 1954 - 1963

LICENCE	CLASS OF LICENCE									
YEAR A	В	C	D .	E	F	FS	Н	K	ALL CLASSES*	
1954	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1955	35.60	1.95	4.08	5.26	1.37	1.45	1.68	5.02	2.48	3.14
1956	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1957	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1958	48.49	3.00	5.79	7.04	1.53	1.69	1.97	6.15	2.54	3.78
1959	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1960	60.56	4.40	8.51	6.45	1.62	1.61	1.96	6.43	2.80	3.89
1961	63.38	3.47	8.96	6.20	1.63	1.81	2.15	6.72	2.80	4.24
1962	62.99	3.54	8.33	6.25	1.66	1.75	2.20	6.89	2.76	4.18
1963	65.18	4.00	9.81	5.87	1.62	1.87	2.23	7.43	3.00	4.30

<sup>\*</sup> Excluding Classes L and X.

TABLE 13: RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1 — DECEMBER 31, 1961 AND 1962

STATUTORY	SECTION OF ACT	DISM	IISSALS	Convictions		TOTAL	
AUTHORITY	SECTION OF ACT	1961	1962	1961	1962	1961	1962
	Sec. 2-1(a): no operating licence	17	16	231	337	248	353
Public Commercial Vehicles Act	Sec. 2-1(b): operating in contravention	27	43	244	492	271	535
	Sec. 2-3: no vehicle licence	34	28	437	339	471	367
	Other infractions	6	6	39	84	45	90
Motor Vehicle Transport Act (Canada)	Sec. 3-1: no operating licence and operating in contravention	6	11	144	235	150	246
Highway Traffic	Sec. 54-1: excess gross weight	83	119	4,585	5,113	4,668	5,232
Act	Other infractions	49	66	1,562	1,980	1,611	2,046
Public Vehicles Act				1	1	1	1
Motor Vehicle Fuel Tax Act		1	*******	23	12	24	12
	TOTAL	223	289	7,266	8,593	7,489	8,822

TABLE 14: DRIVERS SUSPENDED PENDING FILING OF PROOF
OF FINANCIAL RESPONSIBILITY 1958-1962

OFFENCE	1958	1959	1960	1961	1962
Speeding	136	83	51	65	43
No driver's licence	590	620	713	731	684
Improper lights	22	21	32	17	16
Defective brakes	131	159	159	147	109
Improper turning, signalling, etc	1,580	2,254	3,004	2,938	2,950
Failure to report an accident	271	292	390	365	319
Careless Driving	4,868	2,765	3,792	3,682	3,474
Leaving scene of accident	1,108	1,173	1,554	1,610	1,834
Driving while intoxicated	1,245	927	1,012	981	829
Driving while ability impaired	9,283	8,233	9,651	10,020	10,984
Theft of motor vehicle	2		MATERIAL STATE OF THE PARTY OF	-	_
Motor manslaughter	1			_	
Criminal negligence	160	155	157	169	54
Dangerous driving					458
Racing	25	61	46	43	26
Other offences	83	116	110	166	128
Failure to satisfy a judgment	2,827	2,451	2,580	2,702	3,262
Cancellation of proof of F.R.*	3,251	2,621	2,648	3,145	3,956
ТотаL	25,583	21,931	25,899	26,781	29,126

<sup>\*</sup> Proof of financial responsibility filed, but cancelled before two-year period expired.

TABLE 15: EFFECTIVE PERIODS OF SUSPENSION, 1958-1963

Periods	1958	1959	1960	1961	1962
Not more than three months	6,654	5,667	7,802	9,192	9,775
but not more than six months More than six months,	4,643	3,863	5,051	6,112	7,203
but not more than one year	1,572	1,120	1,438	1,722	1,811
but not more than two years More than two years,	317	268	289	441	508
but not more than three years	120	67	95	108	98
Indefinite	644	493	860	1,218	1,771
Until Judgment PaidUntil proof of financial responsi-	2,827	2,451	2,580	2,702	3,262
bility filed	9,273	8,699	10,576	10,706	10,986
TOTAL	26,050	22,628	28,691	32,201	35,414

TABLE 16: FINANCIAL RESPONSIBILITY SUSPENSION LIFTED, 1962 BY REASON OF REINSTATEMENT, 1962

OFFENCE	F.R. FILED*	EXPIRED† OR CANCELLED‡	TOTAL
Criminal Negligence—192 & 193,	1	1	2
Criminal Negligence—221-1	39	90	129
Motor Manslaughter	0	4	4
Leaving Scene of Accident—CC	762	999	1,761
Leaving Scene of Accident—HTA	44	16	60
Dangerous Driving	92	574	666
Drunk Driving	351	1,549	1,900
Impaired driving	5,919	4,533	10,452
Theft of Motor Vehicle	0	364	364
Driving under Suspension	0	13	13
Improper lights	10	16	26
Defective brakes	62	93	155
No driver's licence	101	955	1,056
Speeding	43	35	78
Careless Driving	1,731	3,668	5,399
Racing	33	13	46
Improper turning, passing, etc	1,279	1,785	3,064
Failure to report accident	145	208	353
Other Offences	50	152	202
Failure to satisfy judgment	1,318	695	2,013
Cancellation of proof of financial responsibility	2,330	2,429	4,759
Total	14,310	18,192	32,502

<sup>\*</sup> Including suspensions applied prior to 1962.

TABLE 17: TYPE OF FINANCIAL RESPONSIBILITY FILED, 1962

Туре	Number
Vehicle policy insurance certificate	11,561
Driver's policy insurance certificate	2,665
Fleet insurance certificate	83
P.C.V. or P.V. insurance certificate	1
Surety bonds	
Money or securities	
Money or securities  TOTAL	14.5

<sup>†</sup> Suspension which had been in effect for at least two years. Proof of financial responsibility no longer required.

<sup>‡</sup> Suspensions cancelled for various reasons, e.g. convictions quashed on appeal or inaccurately reported.

TABLE 18: NUMBER OF PERSONS BY AGE GROUP, WHO FILED PROOF OF LIABILITY INSURANCE COVERAGE PURSUANT TO SECTION 112, HIGHWAY TRAFFIC ACT, 1962

		Insurar	ICE FILED
Age	Number Required to File	No.	%
Under 21	5,004	3,189	63.7
21-24	3,010	2,024	67.2
25-39	8,401	6,543	77.9
40-54	4,248	3,707	87.3
55-64	1,475	1,325	89.8
65 & over	952	855	89.8
Unknown	2,097	1,623	77.4
Total	25,187	19,266	76.5

TABLE 19: DRIVER EXAMINATIONS CONDUCTED BY THE DEPART-MENT SHOWING MONTHLY VOLUME AND PEAK WORKLOAD PERIODS

MONTH	YEAR 1960	YEAR 1961	YEAR 1962
JANUARY	9,161	11,429	12,186
FEBRUARY	9,773	10,203	10,142
MARCH	19,992	18,476	13,836
APRIL	10,120	13,542	16,235
MAY	12,948	25,036	22,433
JUNE	16,418	26,712	24,872
JULY	16,857	25,949	25,241
AUGUST	15,327	28,139	26,631
SEPTEMBER	17,001	22,573	21,116
OCTOBER	12,666	20,155	23,502
NOVEMBER	14,020	18,210	22,901
DECEMBER	11,017	12,080	14,125
	165,300	232,504	233,220

TABLE 20: FIRST ATTEMPT RESULTS OF DRIVER EXAMINATIONS, 1962

	Number	Pass	ED	FAILE	D D
REASONS FOR TESTS	TESTED	NUMBER	%	NUMBER	%
Application for Licence	160,591	94,971	59.1	65,620	40.9
Application for Authority To					
Drive School Bus	1,558	1,144	73.4	414	26.6
Special Tests*	12,744	8,281	65.0	4,463	35.0
Total	174,893	104,396	59.6	70,497	40.4

<sup>\*</sup> These tests are conducted for the following reasons:

- (a) drivers 80 years and over;
- (b) drivers 70 years and over involved in accidents;
- (c) accident repeaters;
- (d) drivers involved in fatal accidents;
- (e) drivers sent for re-test by Driver Control Branch (under authority of Highway Traffic Act)

TABLE 21: REASONS FOR FIRST ATTEMPT FAILURES, 1962

REASONS FOR TESTS	Number of Failures	Insid		Road Numb		BOTH T	
Application for Licence	65,620	8,801	13.4	46,343	70.6	10.476	16.0
Application for Authority							
To Drive School Bus	414	58	14.0	284	68.1	74	17.9
Special Tests*	4,463	1,317	29.5	2,370	53.1	776	17.4
TOTAL	70,497	10,176	14.4	48,797	69.2	11,326	16.4

<sup>\*</sup> See footnote to Table 20 above.

TABLE 22: CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE CRIMINAL CODE (CANADA), 1961 AND 1962

		Num	BER
SECTION OF ACT	OFFENCE	1961	1962
191	Criminal Negligence	5	(
192	Causing death by criminal negligence	26	18
193	Causing bodily harm by criminal negligence	15	8
207	Motor manslaughter	0	(
221 (1)	Criminal negligence	101	34
221 (2)	Leaving scene of accident	1,595	1,663
221 (4)	Dangerous Driving	87	480
222	Driving while intoxicated	864	770
223	Driving while ability impaired	9,437	10,997
<b>22</b> 5	Driving while disqualified	2,652	2,916
	Total:	14,782	16,883

TABLE 23: SUMMARY OF CONVICTIONS AND COMMITTALS FOR TRIAL 1958 - 1962

STATUTE	1958	1959	1960	1961	1962
Highway Traffic Act Criminal Code (Canada)	336,878 13,157	326,575 12,054	386,224 14,552	412,477 14,782	495,049 16,883
TOTAL	350,035	338,629	400,776	427,259	511,932

TABLE 24: ABSTRACTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES\*, 1958 - 1962

YEAR	Number
1958	51,911
1959	60,936
1960	68,569
1961	77,785
1962	100,730

<sup>\*</sup> Police Departments, insurance companies and prospective employers.

### TABLE 25: SUSPENSIONS OF DRIVERS' LICENCES, 1961 AND 1962

CAUSE OF SUSPENSION           By judge or magistrate as penalty upon conviction for:           Criminal negligence         89           Dangerous driving         208           Impaired driving         1,945         2,8           Failure to remain at the scene of an accident         4,450         508           Careless Driving         1,513         1,6           Other offences         187         5           TOTAL         4,450         5,1           Demerit Point System	27 249 198 429 565 407 310	HANGE %
Criminal negligence         89           Dangerous driving         208           Driving while intoxicated         208           Impaired driving         1,945         2,8           Failure to remain at the scene of an accident         (HTA & CCC)         508         5           Careless Driving         1,513         1,4           Other offences         187         5           TOTAL         4,450         5,1           Demerit Point System	249 198 429 565 407 310 	- 16.5
Demerit Point System	864	- 16.5
Obtain licence by misrepresentation         90           Failure to attend interview         310         4           As a result of interview         90         1           Failure to comply with Department requirements         —	476 126 19 358	
TOTAL	389 +	- 10.6
Re-examination of driving ability	863 559 104 38 108	
Total	 209 +	14.5
Section 20 H.T.A.  Mandatory suspensions for driving while intoxicated	30 20	
TOTAL 827 68	50 —	21.4
Th.	05 —	0.5
Section 21b H.T.A.  Mandatory suspensions for failure to remain at scene of accident under the Criminal Code		8.5
Section 111 (1) H.T.A. Suspensions until proof of financial responsibility filed*10,706 10,98	86 +	2.6
Section 113(1) H.T.A. &		
Section 5(5)(6)         M.V.A.C.A.           Failure to pay judgment         2,702         3,26	62 +	20.1
Grand Total	_ L4 +	9.9

With the exception of the demerit point system and Section 25 H.T.A. all other suspensions in this table required proof of financial responsibility before reinstatement.

## TABLE 26: CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1961-1962

			1000
SECTION OF THE ACT	OFFENCE	1961	1962
6	Failure to register a motor vehicle	481	628
7(1), 25(3), Reg. 23	Obtain licence fraudulently	217	246
7(2)	Failure to notify change of address	3,737	5,474
8	Failure to have number plates	7,253	8,763
9	Failure to notify change of ownership	3,330	5,146
10	Improper use of number plates	3,335	3,602
13	Failure to have operator's licence	10,324	12,902
14	Failure to produce operator's licence	7,262	9,381
16	Failure to have chauffeur's licence	614	359
17	Failure to produce chauffeur's licence	458	514
18	Operation of motor vehicle by person under 16	158	224
25(2)	Unlawful possession of permit	126	134
26	Driving while permit or licence suspended	6	11
31, 32	No garage licence	90	44
33	Improper lights	12,560	18,124
35	Defective brakes	8,214	11,290
37	Faulty equipment (Mirror, windshield, etc.)	1,219	1,569
42	Unnecessary noise	13,240	15,307
48, 49	Unsafe vehicle	745	894
51	No name of owner on commercial vehicle	3,870	3,820
52	Overweight re tires	409	445
54	Load in excess of permit issued	10,998	13,746
56	Overhanging load	929	1,196
58 59	Excessive width or length of vehicle	1,058	1,240
•)ʊ	(a) 30 mph or more over limit	1,876	2,166
	(b) more than 19 less than 30 mph)	73,576	47,378
	(c) more than 10 less than 20 mph (		52,159 140,597
CO	(d) 10 mph or less over limit	10,153	11,889
60	Unnecessarily slow driving	115	136
62	Failure to yield right of way	2,133	2,691
63, 66, 67, 79(1) 68(1)	Improper right turn	1,756	2,413
68(2)(3)(4)(5)(6)	Improper left turn	5,520	7,860
69(1)(1a)	Failure to signal for turn	1,592	2,696
	Failure to obey stop sign, signal light or	_,	,000
(7)(8)	police officer	65,184	75,961
71(4)(6)(7).73(1)(2)	Improper passing	3,518	3,897
71(1)(2)(3)	Failure to share the road	1,617	1,890
72	Driving to left of centre of highway	2,822	3,343
75	Wrong way on one-way street	5,578	5,525
76, 77	Improper driving where highway divided		
	into lanes	2,085	2,444
78(1)(2), 79(2)	Following too closely	2,813	3,533
82	Failure to stop for railway signal	_	118
83	Driving through, under or around railway		91
84	gates	240	283
	Improper opening of vehicle doors Improper passing of street cars or horses	250	252
86, 87 88	Failure to use passing beam	1,825	2,518
89(7)(8)	Failure to have flares or warning lights	269	307
89	Others	1,105	1,443
91	Racing	108	154
94(2)	Failure to stop for school bus	315	252
95(1)	Soliciting rides	56	49
98	Littering highway	173	211
143	Failure to report an accident	824	930
143a	Failure to remain at scene of accident		534
	Other offences	4,472	6,270
	TOTAL	409 861	495,049
	TOTAL	200,001	100,040

TABLE 27: ALL ACCIDENTS BY MONTH, 1961 AND 1962

Month	19	961	1	962	CHANGE IN
	No.	%	No.	%	No. of Accidents
January	7,086	8.3	9,143	9.7	+29.0
February	6,632	7.7	8,370	8.9	+26.2
March	6,107	7.2	6,053	6.4	- 0.9
(1st Quarter)	(19,825)	(23.2)	(13,566)	(25.0)	(+ 3.9)
April	6,073	7.1	5,502	5.8	- 9.4
May	6,308	7.4	6,322	6.7	+ 0.2
June	6,693	7.8	7,295	7.8	+ 9.0
(2nd Quarter)	(19,074)	(22.3)	(19,119)	(20.3)	(+ 0.2)
July	7,215	8.4	7,717	8.2	+ 7.0
August	7,330	8.6	7,356	7.8	+ 0.4
September	7,043	8.2	8,017	8.5	+13.8
(3rd Quarter)	(21,588)	(25,2)	(23,090)	(24.5)	(+ 7.0)
October	7,802	9.1	8,815	9.4	+13.0
November	7,849	9.2	8,126	8.6	+ 3.5
December	9,439	11.0	11,515	12.2	+22.0
(4th Quarter)	(25,090)	(29.3)	(28,456)	(30.2)	(+13.4)
Total	85,577	100.0%	94,231	100.0%	+10.1

TABLE 28: DRIVERS IN ACCIDENTS BY AGE GROUP 1961 AND 1962

	1	961		1962		
AGE*	No. OF DRIVERS INVOLVED	DRIVERS	Drivers	Drivers	% CHANGE DRIVERS INVOLVED	In % OF ALL LICENSED DRIVERS
Under 16	198	0.2	200	0.1	+ 1.0	
16-19	15,247	10.5	16,402	10.2	+ 7.6	7.0
20-24		17.1	27,490	17.1	+10.8	12.3
25-34		27.6	42,987	26.8	+ 7.4	28.4
35-44	30,049	20.7	33,679	21.0	+12.1	23.7
45-54	19,195	13.2	21,970	13.7	+14.5	15.8
55-64	,	6.9	11,527	7.2	+15.4	9.0
65 and over		3.0	5,014	3.1	+14.5	3.8
Not Stated	1,136	8.0	1,105	0.7	+ 2.7	_
TOTAL	145,033	100.0	160,374	100.0	+10.6	100.0

<sup>\*</sup>Not all the age groups shown cover the same number of years.

TABLE 29: ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE,

	NAT	DENT		
Month	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	TOTAL
January	72	2,051	7,020	9,143
February	50	1,807	6,513	8,370
March	60	1,673	4,320	6,053
April	72	1,857	3,573	5,502
May	82	2,263	3,977	6,322
June	108	2,565	4,622	7,295
July	111	2,656	4,950	7,717
August	131	2,544	4,681	7,356
September	106	2,743	5,168	8,017
October	121	2,895	5,799	8,815
November	111	2,508	5,507	8,126
December	115	3,105	8,295	11,515
TOTAL	1,139	28,667	64,425	94,231

TABLE 30: FATAL ACCIDENTS BY MONTHS, 1961 AND 1962

Month	19	061	19	% CHANGE IN No. OF	
	No.	%	No.	%	ACCIDENT
January	65	5.9	72	6.3	+10.7
February	60	5.5	50	4.4	16.7
March	66	6.0	60	5.3	9.1
(1st Quarter)	(191)	(17.4)	(182)	(16.0)	( 4.7)
April	80	7.3	72	6.3	10.0
May	87	7.9	82	7.2	<b>—</b> 5.7
June	91	8.3	108	9.5	+18.7
(2nd Quarter)	(258)	(23.5)	(262)	(23.0)	(+ 1.6)
July	94	8.6	111	9.7	+18.1
August	97	8.8	131	11.6	+35.0
September	116	10.6	106	9.3	8.6
(3rd Quarter)	(307)	(28.0)	(348)	(30.6)	(+13.4)
October	134	12.2	121	10.6	9.7
November	116	10.5	111	9.7	4.3
December	92	8.4	115	10.1	+25.0
(4th Quarter)	(342)	(31.1)	(357)	(30.4)	(+ 4.4)
TOTAL	1,098	100.0	1,139	100.0	+ 3.7

TABLE 31: FATAL ACCIDENTS AND PERSONS KILLED BY PLACE OF OCCURRENCE, 1961 AND 1962

	1961		1962		% (	CHANGE
** 1	FATAL ACCIDENTS	No. KILLED	FATAL ACCIDENTS	No. KILLED		s Killed
Urban 1. Metro Toronto	108	113	102	115	<b>—</b> 5.6	1' 10
2. Urban Areas (10,000	100	119	102	119	— э.6	+ 1.8
population and over)	158	168	164	184	+ 3.8	+ 9.5
3. Other Urban (1,000 to				101	1 0.0	1 0.0
9,999 population)	38	38	33	35	13.2	7.9
TOTAL URBAN	304	319	299	334	- 1.6	+ 4.7
Rural						
1. King's highways	507	617	557	711	+ 9.9	+15.2
2. Secondary Roads	15	17	13	20	-13.3	+17.6
3. County Roads	148	167	157	186	+ 6.1	+11.4
4. Organized township					,	
roads	114	138	101	119	11.4	13.8
5. Unorganized township	2	0	,			
6. Local and other roads	8	2	4 8	4		
o. Local and other roads	8	8	8	9		+12.5
TOTAL RURAL	794	949	840	1,049	+ 5.8	+10.5
GRAND TOTAL	1,098	1,268	1,139	1,383	+ 3.7	+ 9.1

TABLE 32: ALL ACCIDENTS BY TYPE OF COLLISION, 1961 AND 1962

TYPE OF COLLISION	1961		1962		% Change In
	No.	%	No.	%	No. of Accidents
Collision with—			,		
1. Other motor vehicle	57,948	67.7	65,499	69.5	+13.0
2. Non-collision	9,739	11.4	10,011	10.6	+ 2.8
3. Fixed object	8,827	10.3	9,416	10.0	+ 6.7
4. Pedestrian	5,541	6.5	5,654	6.0	+ 2.0
5. Bicycle	1,292	1.5	1,246	1.3	- 3.6
6. Motorcycle	441	0.5	388	0.4	12.0
7. Railroad train	350	0.4	400	0.4	+14.3
8. Street car	329	0.4	350	0.4	+ 6.4
9. Other vehicle	323	0.4	361	0.4	+11.8
10. Horse drawn vehicle 11. Animal	12 ) 635 \	0.7	$\frac{20}{739}$	0.8	+17.3
12. Miscellaneous	, 140	0.2	147	0.2	+ 5.0
TOTAL	85,577	100.0	94,231	100.0	+10.1

TABLE 33: FATAL ACCIDENTS BY TYPE OF COLLISION, 1961 AND 1962

Type of Collision	1	961	19	1962				
	No.	%	No.	%	No. OF ACCIDENTS			
Collision with—								
1. Other motor vehicle	354	32.2	409	35.9	+15.5			
2. Non-Collision	228	20.8	204	17.9	10.5			
3. Fixed object	123	11.2	123	10.8				
4. Pedestrian	300	27.3	301	26.4	+ 0.3			
5. Bicycle	32	2.9	36	3.2	+12.5			
6. Motorcycle	12	1.1	6	0.5	50.0			
7. Railroad train	42	3.8	48	4.2	+14.3			
8. Street car	2	0.2	1	0.1	_			
9. Other vehicle	4	0.4	10	0.9				
10. Horse drawn vehicle					-			
11. Animal	1	0.1	1	0.1	-			
12. Miscellaneous	_		_	_	-			
TOTAL	1,098	100.0	1,139	100.0	+ 3.7			

TABLE 34: ALL ACCIDENTS BY PLACE OF OCCURRENCE 1961 AND 1962

PLACE OF OCCURRENCE -	19	961	19	062	% CHANGE IN
PLACE OF OCCURRENCE -	No.	%	No.	%	No. of Accidents
Urban					
1. Metropolitan Roads and Streets	21,133	24.7	23,217	24.6	+ 9.9
2. Urban Areas (10,000 Population and Over)	28,801	33.6	32,448	34.4	+12.7
3. Other Urban (1,000 to 9,999 Population)	4,750	5.6	5,102	5.4	+ 7.4
TOTAL	54,684	63.9	60,767	64.4	+11.1
Rural					
1. King's Highways	17,536	20.5	19,223	20.4	+ 9.6
2. Secondary Roads	979	1.1	987	1.1	+ 0.8
3. County Roads	5,701	6.7	6,027	6.4	+ 5.7
4. Organized Township					
Roads	5,722	6.7	6,040	6.4	+ 5.6
5. Unorganized Township	400	0.0	000	0.0	1.04.0
Roads	182	0.2	239	0.3	+31.3
6. Local and Other Roads	773	0.9	948	1.0	+22.6
TOTAL	30,893	36.1	33,464	35.6	+ 8.3
GRAND TOTAL	85,577	100.0	94,231	100.0	+10.1

TABLE 35: DRIVERS IN FATAL ACCIDENTS, BY AGE, 1961 AND 1962

AGE*	19	61	1	1962			
(YEARS)	No.	%	No.	%	No. OF DRIVERS		
Under 16	6	0.4	4	0.2	-33.3		
16-19	171	11.2	166	10.4	2.9		
20-24	295	19.3	276	17.3	6.4		
25-34	385	25.1	427	26.8	+10.9		
35-44	273	17.8	303	19.0	+10.9		
45-54	210	13.7	211	13.2	+ 0.5		
55-64	117	7.6	141	8.8	+20.5		
65 and over	72	4.7	66	4.1	— 8.3		
Not Stated	3	0.2	2	0.1	33.3		
Тотац	1,532	100.0	1,596	100.0	+ 4.2		

<sup>\*</sup> Not all the age groups shown cover the same number of years.

TABLE 36: PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945 - 1962

	Kı	LLED	In	JURED	7	TOTAL
YEAR	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)
1945	598	76	9,804	49	10,402	50
1946	688	87	12,228	61	12,916	62
1947	734	93	13,056	65	13,790	67
1948	740	94	14,970	75	15,710	76
1949	830	105	17,469	88	18,299	88
1950	(791)	(100)	19,940	100	20,731	100
1951	949	120	22,557	113	23,506	113
1952	1,010	128	23,634	119	24,644	119
1953	1,082	137	24,353	122	25,435	123
1954	(1,045)	(132)	24,607	123	25,652	124
1955	1,111	140	26,246	132	27,357	132
1956	1,180	149	28,626	144	29,806	144
1957	1,279	162	30,414	153	31,693	153
1958	(1,112)	(141)	(30,106)	(151)	(31,218)	(151)
1959	1,187	150	31,602	158	32,789	158
1960	(1,166)	(147)	34,436	173	35,602	172
1961	1,268	160	37,146	186	38,414	185
1962	1,383	175	41,766	209	43,149	208

Note: Each figure in brackets is lower than the corresponding figure for the previous year.



TABLE 37: NATURE OF ACCIDENTS, 1945-1962

YEAR	Far	ΓAL	Perso Inj		Propi Dam On	AGE	TOTAL		
	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	
1945	547	81	7,085	51	5,826	20	13,458	31	
1946	629	93	8,541	62	8,186	28	17,356	40	
1947	664	98	9,165	66	12,464	43	22,293	51	
1948	673	99	10,571	76	16,162	55	27,406	63	
1949	725	107	12,126	87	21,621	74	34,472	79	
1950	(678)	(100)	13,871	100	29,132	100	43,681	100	
1951	824	122	15,653	113	38,443	132	54,920	126	
1952	893	132	16,300	118	41,322	142	58,515	134	
1953	920	136	16,639	120	48,307	166	65,866	151	
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62,509)	(143)	
1955	971	143	17,905	129	(44,343)	(152)	63,219	145	
1956	1,008	149	19,358	140	51,033	175	71,399	163	
1957	1,089	161	20,433	147	54,780	188	76,302	175	
1958	(965)	(142)	20,575	148	55,344	190	76,884	176	
1959	1,006	148	21,502	155	59,010	203	81,518	187	
1960	(987)	(146)	23,714	171	62,485	214	87,186	200	
1961	1,098	162	25,643	185	(58,836)	(202)	(85,577)	(196)	
1962	1,139	168	28,667	207	64,425	221	94,231	216	

Note: Each figure in brackets is lower than the corresponding figure for the previous year.



# ONTARIO HIGHWAY TRANSPORT BOARD

# ANNUAL REPORT OF THE ONTARIO HIGHWAY TRANSPORT BOARD FOR YEAR ENDING DECEMBER 31, 1962

The Ontario Highway Transport Board, pursuant to the provisions of Section 27 of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport.

### Organization of the Board

The Board is constituted as follows:

Chairman	E.	J.	SHONIKER, B.A.
Vice-Chairman			YEATES MARRS, B.A.
Members	E.	M	. STODDART, B.A. . WALKER WATSON

Since the Board's last report was written, Mr. G. C. Marrs was appointed a Vice-Chairman of the Board by Order-in-Council No. 3378-62 dated October 18, 1962, and Mr. G. J. Watson was appointed a Member of the Board by Order-in-Council No. 3668-62 dated November 8, 1962, and effective November 12, 1962.

## Sittings of the Board

The Board has, during the year under review, been able to sit in two and sometimes three divisions, of two members each. In most cases two divisions have sat for the hearing of applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada) on every juridical day, and during most vacation days throughout the year. The ability to sit in two or more divisions has facilitated the hearing of applications outside Toronto, and sittings have been held in Ottawa, Windsor, Kenora, Port Arthur, North Bay, Sudbury, London, Kitchener, Belleville and Kingston in 1962. There are a considerable number of applicants residing and carrying on business outside Metropolitan Toronto prepared to have their applications heard in the Board's Chambers in Toronto where it is more convenient for many shippers appearing to testify as they reside in this area.

### Applications to the Board

In Exhibit 'A' to this Report are the figures illustrating the number of applications received by the Board during the year under review. Exhibit 'B' shows the revenue of the Board. In Exhibit 'C' will be found the particulars of certificates of public necessity and convenience or orders issued under the Statutes referred to above, with details as to the number

granted or refused by the Board and the number of oppositions by respondents in accordance with the Board's Rules of Procedure. In Appendix 'D' will be found particulars of certificates issued after consideration in Chambers without a public hearing. Each and every application is advertised in 'The Ontario Gazette' other than applications for interim or temporary authority. Certain cases, such as application for the transfer of operating licences, for Class 'F' operating licences for carrying certain road construction materials (in other than tank-type equipment), or for Class 'E' operating licences for carrying milk and cream, may be advertised in 'The Ontario Gazette' under Rule 8 of the Board's Rules of Procedure, which enables the Board after a lapse of fifteen days following the date of publication and in the absence of any objection, to deal with them summarily.

In all during the year 1962, the Board received 3,315 applications for certificates under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). This figure compares favourably with 3,326, the average number of applications received for the previous five years. 3,011 applications were considered by the Board during the period under review. The length of hearings during 1962 ranged from some few minutes to one which lasted 55 days.

In order to save expense and delay to applicants under The Motor Vehicle Transport Act and encourage co-operation and the exchange of views between this Board and regulatory boards in other provinces, this Board continues to advocate joint hearings of applications which affect the Province of Ontario and other provinces where it is to the parties involved a more satisfactory method of considering the application. There are, of course, certain applications between jurisdictions where joint hearings are not an advantage, as it may be necessary to bring shippers from both the jurisdictions to a common point or, if it is held in one of the jurisdictions, to bring the shippers from the other jurisdiction, which may be a considerable distance.

The Board participated in the Canadian Conference of Motor Vehicle Authorities in Regina in May, 1962. This association, which originated from the conference of administrative and regulatory officials called by this Board under the former chairman, S. H. S. Hughes, in 1956, has become an annual conference at which the administrators and regulatory officials from Ontario sit down with their counterparts from the provinces and territories across Canada, in an effort to arrive at solutions to common problems. Out of this association came the basis on which the recent reciprocity agreements between Ontario and Alberta, Ontario and Saskatchewan and Ontario and Manitoba were established. Many other less spectacular matters have been clarified by the common meeting of minds.

The Board has called for a conference of carriers operating between Ontario and the western provinces of Manitoba, Saskatchewan, Alberta and British Columbia to discuss the economics of these operators, and more particularly the availability of freight on the movement from the western provinces to Ontario, as there is some concern as to the economic situation of these trans-Canada carriers.

The operation under transferable plates, whereby Ontario licensed carriers can obtain registration and public commercial vehicle licence plates not fixed to any particular unit but usable on American trailers at the boundary for furtherance to points on the carrier's routes in

Ontario to expedite the movement of international freight and reduce breakage by handling and delays at customs, has been extremely successful; and both the carriers and the shippers are using it to the best advantage.

All of which is respectfully submitted this 8th day of February 1963.

E. J. SHONIKER, B.A. Chairman

R. H. YEATES Vice-Chairman

G. C. MARRS, B.A. Vice-Chairman

G. W. STODDART, B.A. Member

E. M. WALKER Member

G. J. Watson Member

# THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1962 EXHIBIT 'A'

## Applications Received by the Board

1. The Public Commercial Vehicles Act

CLASS	
A	185
В	3
C	104
D	558
$\mathbf{E}$	154
$\overline{\mathbf{F}}$	1,220
FS	83
H	62
K	23
$\mathbf{L}$	3

2. The Motor Vehicle Transport Act (Canada)

Extra-provincial 392

2,395

528

3. The Public Vehicles Act

Bus 135 School Bus 393

# THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1962 EXHIBIT 'B'

Hearing fees	
Fees for copies of documents and Miscellaneous	775.00
TOTAL NET REVENUE	\$88,969.00

# EXHIBIT 'C' ONTARIO HIGHWAY TRANSPORT BOARD—CERTIFICATES JANUARY 1, 1962 TO DECEMBER 31, 1962 AFTER HEARING

under:
lications
Applic
_
ā

P.C.V. Acr	r. Transf.	Ext.	GRANTED IN FULL IN J	TED PART	Refused	Total	OPPOSED	REVIEWS
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				The state of the s	And the second s			

2,139 2,139 3,011

TOTAL HEARINGS (excluding Reviews) ......
TOTAL IN CHAMBERS ......

GRAND TOTAL

74

# EXHIBIT 'D' ONTARIO HIGHWAY TRANSPORT BOARD—CERTIFICATES JANUARY 1, 1962 TO DECEMBER 31, 1962 IN CHAMBERS

On Applications under:

	TOTAL	36		80 80	234	139	845	145	24	∞	က		184	18		09	405	2,139	
IM	REFUSED	1		63	40	Н	∞	က	1	1	1		∞	Ħ		4	** Teaming	1.9	
INTERIM	GRANTED	4	-	က	76	∞	118	7	П	1	1		09	23		18	18	315	
	REFUSED	1	1	Ħ	6	00	52	ro	ij	Ħ			7	1			4	853	
	GRANTED	10	1	10	39	64	469	18	10	1	1		64	11		16	307	1,019	
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# 1963-4 REPORT OF THE MINISTER

ONTARIO DEPARTMENT OF TRANSPORT







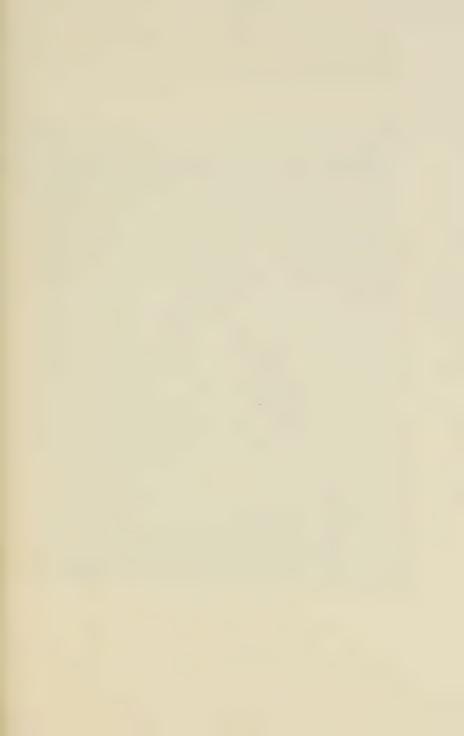


# 1963-4 REPORT OF THE MINISTER

ONTARIO DEPARTMENT OF TRANSPORT

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY OF ONTARIO SESSIONAL PAPER NO. 54

BY FRANK FOGG, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY, TORONTO





THE HONOURABLE IRWIN HASKETT

Minister



His Honour, The Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned begs respectfully to present to your Honour the Annual Report of the Department of Transport for the fiscal year ending March 31, 1964.

Irvin Haskett,
Minister.



### REPORT OF THE DEPUTY MINISTER

TO: THE HONOURABLE IRWIN HASKETT,

Minister of Transport

Sir:

I have the honour to present the report of the activities of the Department of Transport for the fiscal year ending March 31st, 1964. This document includes the report of the Registrar of Motor Vehicles as required under Section 146(e) of The Highway Traffic Act.

During the year under review there was a marked increase in the number of vehicles and drivers using Ontario's highways. Motor vehicle and trailer registrations increased by 4.1 per cent to a total of 2,428,000 as compared to a 2.7 per cent increase in 1962. Drivers increased by 3.5 per cent to a total of 2,555,000 as compared to 2.3 per cent in 1962.

I am also pleased to report that the quarterly licensing program for commercial vehicles, started in the 1963 licence year, received wide acceptance by the public. Approximately 25 per cent of the truck, tractor and trailer registrations and 15 per cent of buses were licensed by quarters.

The increase in vehicle registrations and drivers provided a corresponding increase in ordinary revenue. In the fiscal year, \$82.7 million was collected. This amount represents an increase of \$13,000,000 or 18.7 per cent over the previous fiscal year. The following table provides a summary of Ordinary Revenue from major sources:

	March 31, 1964 \$	Percentage of Total	March 31, 1963 \$	Percentage of Total
Passenger Vehicles	37,771,000.	45.7%	30,356,000.	43.6%
Commercial Vehicles		35.5%	26,203,000.	37.6%
Dual Purpose Vehicles		3.6%	2,662,000.	3.8%
Public Commercial Vehicle and Public Vehicle Fees	3,594,000.	4.3%	3,944,000.	5.7%
Drivers	5,192,000.	6.3%	2,835,000.	4.1%
Other	3,813,000.	4.6%	3,634,000.	5,2%
	\$82,674,000.	100.0%	\$69,634,000.	100.0%

The unprecedented increase in Ordinary Revenue resulted from, not only the increase in registrations, but three changes in licensing procedure:

- (1) Change in expiry date of commercial vehicle registrations from February to March 31st.
- (2) Change in the basis for registering passenger vehicles from horsepower to cylinders.
- (3) Advance revenue resulting from the change-over to a three year driver's licence.

Although there were no major organizational changes during the year, the Department's expanding activity required the recruitment of 54 new employees to a total complement of 1,025. The personnel staff are playing a major role in the recruitment and training of staff to meet the demands of new licensing procedures and the updating of other administrative programs within the Department.

The newly formed Planning and Procedures Branch of the Department had a particularly busy year. The staff of this Branch deserve credit for the work they performed in the planning and setting up of our new driver licensing program. Plans are well advanced for the conversion of driver records to an electronic data processing system.

A number of legislative amendments were made to The Highway Traffic Act. In addition, many regulations were enacted, the major group dealing with the driver licensing program. Continual review of the Acts and Regulations is required to ensure that they provide adequate direction and protection to both motorist and pedestrian as traffic volumes increase, and technological changes in highway and vehicle construction occur.

The research staff continued to demonstrate their value to the Department. Members of this staff are playing a major role on the Metropolitan Toronto and Region Transportation Study.

The body of this report provides details of the various functions of the Department dealing directly with the public. A number of highlights from these reports are of interest.

The number of driver examinations conducted increased from 233,220 in 1962 to 270,478 in 1963. This evidence of our greatly expanding driving population is even more apparent in the volume of tests conducted in the first three months of 1964. During the year 1963-64 there were more than 161,000 abstracts of driving records issued by the Department. This number represents an increase of over 60 per cent from the previous year.

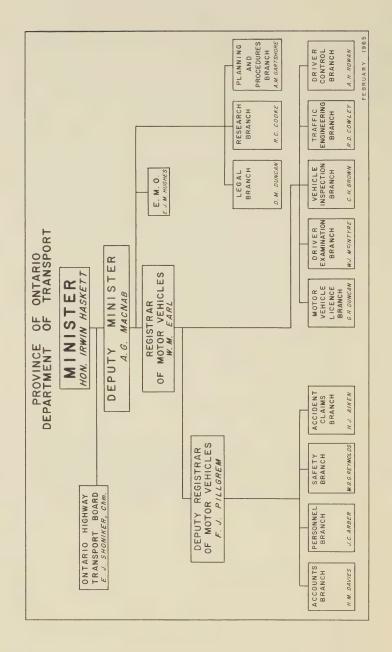
The Motor Vehicle Accident Claims Fund, that replaced the Unsatisfied Judgment Fund in 1962, completed its first full year of operation. In this year over \$4,000,000 was paid in claims covering 2,414 accidents.

Of particular interest in the Department's highway safety program, was the increase in the number of secondary schools being interested in driver training. As of March 31st, 1964, 73 schools were offering courses and a further 63 schools were showing considerable interest in starting such training courses. In our opinion, the movie, "Right from the Start", recently produced by the Department, has done a great deal in creating interest in this program.

Respectfully submitted,

A. G. MacNAB, Deputy Minister

# DEPARTMENT REPORT



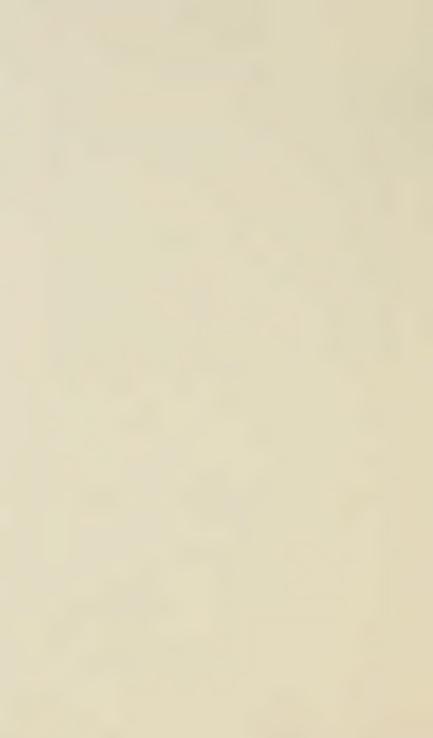
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### VEHICLE REGISTRATION

The number of motor vehicles, trailers, conversion units, and buses increased again during the 1963 registration year to reach an all-time high. The increase of 4.1 per cent over the previous year brought the total from 2,331,562 to 2,427,451 vehicles. This represents a more than 60 per cent growth in Ontario's vehicle population in the last ten years. (See table on page 40.)

A significant change in vehicle registration introduced in 1963 was the optional quarterly registration of commercial motor vehicles, trailers, conversion units and buses. In order to put this option into effect, it was necessary to gear the quarterly registration periods to the fiscal year upon which the Department operates. Thus quarterly plates were available for the periods April 1st to June 31st, July 1st to September 30th, October 1st to December 31st, and January 1st to March 31st. The plates for each of the first three quarters had not only a distinctive colour combination but also showed the month of expiry, in order to assist the police agencies. For the final quarter, January 1st to March 31st, the full-year plates of the preceeding calendar year were used.

The option of quarterly registration was well received by large and small fleet owners as well as by individual operators. It was especially well received by those who had only seasonal use of a truck or trailer. It was no longer necessary for, say, a farmer to register his vehicle for a whole year when he needed it only for certain times of the year. In addition, many owners, especially fleet operators, who planned on trading vehicles for new equipment during the year, found quarterly registration an advantage. The popularity of quarterly registration, the fees for which were based on a proration of the annual fee plus a small surcharge, was indicated by the fact that, during 1963, well over 150,000 sets of quarterly plates were issued.

Prior to 1963, the registration fee for passenger vehicles was based upon the S.A.E. horsepower rating, which is computed by a mathematical formula from the diameter of the cylinder bore and the length of the piston stroke. The resulting fee structure was \$15.00 for automobiles having 35 horsepower or less, \$20.00 for those having over 35 and up to 45 horsepower, and \$25.00 for those exceeding 45 horsepower. This system became obsolete since modern automotive technology produces almost identical motors and automobiles with a variety of S.A.E. horsepower ratings. In some instances the actual rating was difficult to secure. Other bases for registration fees, such as those of weight and wheelbase were found to be unsatisfactory since they provided a long and complicated range of fees. After an exhaustive study of bases used in other jurisdictions, the one related to the number of cylinders was found to be the most equitable and certainly the simplest to understand. The result was that 1963 fees were set by regulation as follows: \$15.00 for four cylinders, \$20.00 for six, and \$25.00 for eight cylinders or more.

At the same time, because dual purpose vehicles were used more and more as private vehicles, it was felt that some inequality existed in basing their registration fees on gross weight, as was and is the case for commercial motor vehicles. The fees for these vehicles, therefore, in 1963, were changed so as to be identical with those for ordinary passenger vehicles and based on the number of cylinders.

### DRIVER EXAMINATIONS

The increase in the driver population of Ontario is reflected in, and accounts for, part of the continued upsurge in the number of driver examinations. In 1962, about 232,000 tests were conducted as compared to over 270,000 in the year under review—an increase of almost 8.0 per cent. Part of this increase was brought about by the stepping up of re-examinations required by the Department's driver control operations, which accounted for 7.1 per cent of the 'first attempt' examinations. (The reasons for driver tests and the results may be found in the table on page 49.)

In order to handle the increase in examinations, 18 new examiners were recruited to bring the total to 230. A new Driver Examination Centre was opened in Nipigon and two additional travelling examination points were set up, in Kincardine and Oakville. This brought the testing facilities in Ontario to 47 Centres serving 104 travelling points. During the year, one of the original 1958 Centres was forced to close because of the widening of the Queen Elizabeth Way. The Port Credit Centre transferred operations to Cooksville in November.

To better ensure that the licensed driver is capable—if not always willing—to cope with the complexities of modern driving conditions, changes were made in the examination procedure. Starting in March, 1963, the period of validity of the Instruction Permits was extended from 60 to 90 days. In May, the tests of highway signs and rules of the road were upgraded from 10 to 20 questions.

The testing of commercial driving instructors and school bus drivers continued. Tests in both these classes increased in number: instructors by 11.2 per cent and school bus drivers by 15.7 per cent over the previous year.

# DRIVER EXAMINATIONS CONDUCTED BY THE DEPARTMENT SHOWING MONTHLY VOLUME AND PEAK WORKLOAD PERIODS

MONTH	1961	1962	1963
JANUARY	11,429	12,186	14,982
FEBRUARY	10,203	10,142	13,075
MARCH	18,476	13,836	16,219
APRIL	13,542	16,235	18,707
MAY	25,036	22,433	23,735
JUNE	26,712	24,872	26,811
JULY	25,949	25,241	31,359
AUGUST	28,139	26,631	28,672
SEPTEMBER	22,573	21,116	25,631
OCTOBER	20,155	23,502	27,851
NOVEMBER	18,210	22,901	24,444
DECEMBER	12,080	14,125	18,992
TOTAL	232,504	233,220	270,478



The Cooksville Centre showing part of the off-street driver testing area.

#### DRIVER LICENSING

In 1963, our driving population increased by 85,590, or 3.5 per cent, to a total of 2,555,015. This compares with an increase of less than 2.2 per cent in the previous year.

During the year under review, the plan to issue licences by using data processing machine methods was put into effect. The new system will have several advantages over the former, manual method of renewing licences. The increased volume of work will be handled more efficiently and accurately without an appreciable increase in clerical staff. Because the equipment will record licence suspensions, the Department will have greater control over persons whose driving privileges are not in good standing. Up-to-date records will be available for law enforcement agencies, as well as for the Department's driver improvement organization in the selective re-examination of drivers. The permanent licence number, which is coded from a driver's names, sex and date of birth, will provide for the positive identification of the driver with little or no chance of the licence being used by someone other than the proper person. In addition, the police agencies will find this identification of considerable value. Finally, because the licences are valid for a three-year period and expire on the drivers' dates of birth, the Department will be able to spread the work load of renewing licences over thirty-six months instead of three months, as had been the practice in the past.

The conversion from the manual to a mechanical operation began with transference of data from the 1963 applications to key-punch cards. The major difficulty experienced at this point was caused by the inaccuracies and illegibility of many of the applications. When information was indecipherable, missing or apparently incorrect, it was frequently necessary to correspond with the drivers concerned for clarification. This information, which was key-punched onto cards, included names, address, sex, birthdate, height, and class and type of licence. From these cards was produced a master card for each driver. The master cards, in addition to the basic data, contained the fifteen-digit permanent licence number. To add to the complexity of the task of generating over 2.5 million master cards was the updating of information. This involved the continual influx of additional master cards for new drivers, about 2,000 daily changes in address, approximately 200 licence suspensions each day with a corresponding number of reinstatements, deaths, changes of name by marriage and many other alterations in information.

The new system will enable the Department to provide faster service, not only to the public, but also to law enforcement agencies. In addition, the accurate selection and extraction of information by machine will replace what previously may, to some extent, have been an estimation arrived at through somewhat expensive and time-consuming manual operations.



Part of the data processing division showing key-punch operators at work.

#### **DRIVER RECORDS**

Section 146 of The Highway Traffic Act requires the Registrar of Motor Vehicles to keep certain driver records. He must keep an operating record of every driver showing reported convictions relating to the operation of motor vehicles, all reported unsatisfied judgments resulting from injury or damage caused by the operation of a motor vehicle, and all reported accidents in which drivers are involved.

The number of individual operating records presently maintained is estimated at 1,000,000. Keeping these records up-to-date involved the addition, during the year, of almost 500,000 new conviction certificates, about 105,000 accident reports and over 4,000 judgments. It is expected that the new permanent driver's licence number will assist to a considerable degree in the maintenance and use of these records.

The driver records not only produce the raw material upon which the Department's driver improvement activities are based, but also provide information for police agencies, insurance companies and others authorized to receive such information. During the 1963-64 fiscal year, there were more than 161,000 requests for statements of operating records, constituting an increase of 60.6 per cent over the preceding year. The major portion of this increase was due to the insurance companies, whose requests more than doubled over the previous year. In addition, statements provided the Ontario Automobile Assigned Risk Plan increased by almost 30 per cent.

The tremendous task of maintaining driver records in such volume and the increasing demand for statements of operating records has necessitated consideration of further use of mechanical assistance. For this reason plans were started late in 1963 for the conversion of driver records to magnetic tape. This conversion is expected to take three years; but, when completed, it will enable the Department to provide driver information with even greater dispatch.

### STATEMENTS OF DRIVERS' RECORDS ISSUED TO VARIOUS AGENCIES,\* 1959-1963

YEAR	NUMBER
1959	60,936
1960	68,569
1961	77,785
1962	100,730
1963	161,625

<sup>\*</sup> Police Departments, insurance companies and prospective employers.

#### DRIVER IMPROVEMENT

The Demerit Point System was introduced in 1959, primarily as a means to induce drivers to 'police' their own driving behaviour. The objective of the system is to identify and deal with drivers who are convicted for repeated driving violations. This is done by assigning points—of varying values in relation to the nature of the offence—and by specifying the action to be taken at various levels of point accumulation.

Initial driver improvement action is taken when convictions for moving driving offences reach a point total of six. During 1963, more than 39,000 advisory letters (at the six-point level) were mailed, urging the drivers involved of the need for better driving behaviour in the interests of safer driving and to avoid the possibility of further action by the Department. In addition, more than 10,000 interviews were conducted with drivers who had been convicted with sufficient frequency to bring their point levels to nine.

Of the latter group, Review Officers felt that in 91 cases nothing short of the application of a brief period of suspension would cause the drivers to change their manner of driving. The driving privileges of most of these drivers were suspended, usually for two or three weeks, under authority of section 25 of The Highway Traffic Act.

Because the beneficial results from driver improvement procedures may not always be apparent until two years after action is taken, it is not possible to be too precise in estimating the effectiveness of such action on the basis of one year's experience. However, since the introduction of the Demerit Point System, experience has shown that over 90 per cent of the drivers contacted by the Department have reacted favourably and have become more responsible drivers.

For the minority who continue to violate despite assurances that they intended to drive within the law, suspension for thirty days is automatic when further convictions bring about an accumulation of fifteen points within a two-year period.

Concurrent with the administration of the Demerit Point System, the Department is also required to act upon court orders prohibiting driving and to record and issue mandatory suspensions for Criminal Code convictions such as drunk and impaired driving, criminal negligence, dangerous driving, failing to remain at the scene of an accident and driving while disqualified.

With the exception of driving while disqualified, drivers convicted of Criminal Code offences involving the use of a motor vehicle must file proof of their financial responsibility before the driving privilege may be reinstated at the expiration of mandatory periods of suspension.

As might be expected in any large driving population there are those who are not subject to the mandatory provisions of The Highway Traffic Act but who could endanger themselves and others if they continued to drive. Cases of this nature—which may involve physical and/or mental conditions or unfavourable operating records—are reviewed and appropriate action recommended.

In the former category, the Medical Advisory Committee reviewed 1,301 cases during 1963. This represented an increase of 9.6 per cent from the 1962 total. Of the 1,008 new cases, 637 involved diseases of the nervous system (epilepsy, narcolepsy, Parkinson's disease, etc.), and 369 were broadly classified as cardiovascular diseases. The Committee's recommendations resulted in 341 suspensions for medical reasons.

#### MOTOR VEHICLE ACCIDENT RECORDS

Section 143 of The Highway Traffic Act requires all drivers directly or indirectly involved in a motor vehicle accident to report the accident, if it involves death or injury to any person or property damage apparently exceeding \$100.00. Reports of these accidents, as submitted to the Registrar of Motor Vehicles, are kept by him pursuant to section 146 of the Act.

In 1963, 104,919 accident reports were received from police departments as compared to 94,231 during the previous year. Three classes of accidents continued to account for over 90 per cent of the total: collision with another motor vehicle, 71.2 per cent; non-collision (running off the road, etc.), 9.5 per cent; and collision with a fixed object, 9.8 per cent. (For details, see pages 56 and following).

The number of fatal accidents reached a total of 1,222 causing death to 1,421 persons. While fatal accidents during 1963 increased over 1962 by 7.3 per cent, the number of fatalities increased by 2.7 per cent. In terms of the number of fatalities per 100 million miles travelled, this represents a reduction from 7.5 in 1962 to 7.0 in 1963.

There were 32,718 'personal injury' accidents causing injury to 47,801 persons, including 686 motorcycle drivers and riders, 20,521 motor vehicle operators, 19,813 passengers, 6,073 pedestrians, 1,306 bicyclists, and 88 others. There were 5,602 children under 15 years of age injured during the year, of whom 44 per cent were pedestrians, 38 per cent were passengers, and 18 per cent were bicyclists. The same age group accounted for 79,9 per cent of bicycle injuries.

PERSONS KILLED OR INJURED IN ROAD ACCIDENTS, 1945-1963

	KIL	LED	INJ	URED	т	TAL
YEAR	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)	No.	INDEX No. (1950=100)
1945	598	76	9,804	49	10,402	50
1946	688	87	12,228	61	12,916	62
1947	734	93	13,056	65	13,790	67
1948	740	94	14,970	75	15,710	76
1949	830	105	17,469	88	18,299	88
1950	(791)	(100)	19,940	100	20,731	100
1951	949	120	22,557	113	23,506	113
1952	1,010	128	23,634	119	24,644	119
1953	1,082	137	24,353	122	25,435	123
1954	(1,045)	(132)	24,607	123	25,652	124
1955	1,111	140	26,246	132	27,357	132
1956	1,180	149	28,626	144	29,806	144
1957	1,279	162	30,414	153	31,693	153
1958	(1,112)	(141) .	(30,106)	(151)	(31,218)	(151)
1959	1,187	150	31,602	158	32,789	158
1960	(1,166)	(147)	34 436	173	35,602	172
1961	1,268	160	37,146	186	38,414	185
1962	1,383	175	41,766	209	43,149	208
1963	1,421	180	47,801	240	49,222	237

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

#### MOTOR VEHICLE ACCIDENT CLAIMS FUND

As of July 1, 1962, the Motor Vehicle Accident Claims Fund succeeded the Unsatisfied Judgment Fund. The fiscal year ending March 31, 1964, therefore, represents the first full year of operation under the new Motor Vehicle Accident Claims Act. This period was one of adjustment, consolidation and the acceleration of the processing of applications for payment. Over 75 per cent of the claims were paid as a result of settlements without the necessity of court trial. With the new procedures, it has been possible to make settlements within four or five weeks which, in many cases, would otherwise have taken many months.

Claims paid out during the 1963-64 fiscal year amounted to slightly more than \$4,000,000 and were the result of 2,414 accidents. This represented a decrease in dollar value of about \$500,000 over the corresponding previous period, when payments were made on account of 2,109 accidents. The reason for the decrease in the amount paid out, while the number of claims for payment increased, is accounted for by the fact that, through the new procedures, accident victims made claims for smaller amounts.

The number of persons making regular repayments to the Fund, and had their driving privilege reinstated, increased from 1,497 in the previous fiscal year to 1,914 in the year ending March 31, 1964. The recovery of payments rose in value by more than 44 per cent from \$241,000 to \$348,000 during this period. The rise in the amount repaid to the Fund over the accounted for largely by a stepped-up publicity campaign involving newspaper advertising, distribution of literature as well as personal contact by a trained representative of the Department.

Fund receipts rose considerably in the year 1963-64 from \$4,500,000 to \$7,000,000. This was caused mainly by an increase in revenue from driver fees which were collected for a longer period due to the new system of three-year driver's licences. (Detailed figures may be found on page 38.)

#### VEHICLE SAFETY INSPECTION

During 1963, the number of motor vehicles given the Department's 38-point safety check increased by over 7.0 per cent to 110,277, including an increase of more than 10.7 per cent on the mobile safety check lanes. Although figures are not available for the mobile safety check lanes, the vehicle checks conducted at the permanent lanes, which have operated in Metropolitan Toronto since October, 1959, were almost 40 per cent of a compulsory nature, with vehicles involved sent there by the Metropolitan Toronto Licensing Commission and by the police.

The mobile safety lanes were used, by invitation, in 73 communities during the year under review. Police departments took advantage of the equipment to conduct a 'blitz' on suspected unsafe vehicles. Local police departments, under authority of section 47 of The Highway Traffic Act required certain vehicles to pass over the lanes, and have any defects remedied before being operated on the streets again. So well received were the mobile safety check lanes that the Department is planning to acquire more of them to add to the five now in use.

In addition to using the Department's safety checking equipment, law enforcement agencies used their authority under section 47 of the Act to check hundreds of thousands of vehicles. The Ontario Provincial Police, for example, report that, during the year, they checked over 580,000 vehicles

#### **ENFORCEMENT ACTIVITIES**

Vehicle Inspection Officers continued to exercise control of the weight and size of commercial vehicles and to check for proper operating authority under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada). Some indications of the magnitude of this operation appears in the fact that, during the 1963-64 fiscal year, 1,325,862 commercial vehicle checks were made.

As a result of these checks a total of 7,463 charges were laid; of this group 4,816 were for overweight infractions, representing only .35 per cent of the vehicles checked. This compares with a rate of .41 per cent in the last fiscal year. In addition, charges were laid and convictions registered under the provisions of The Motor Vehicle Fuel Tax Act.

Inspections were conducted at the Department's 43 permanent weigh stations supported by 10 portable scales and spot checks by patrol officers. In addition, to comply with paragraph (j) of section 3(1) of Regulation 183, school buses were submitted for a safety and equipment inspection and Department personnel carried out 7,650 such inspections during the year.

RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION
BRANCH, JANUARY 1 — DECEMBER 31, 1963

STATUTORY AUTHORITY	SECTION OF ACT	DISMISSALS	CONVICTIONS	TOTAL
	Sec. 2-1 (a): No operating Licence	12	287	299
Public Commercial Vehicles Act	Sec. 2-1 (b): Operating in contravention	26	388	414
	Sec. 2-3: No Vehicle Licence		266	283
	Other infractions	3	42	45
Motor Vehicle Transport Act (Canada)	Sec. 3:1: No operating licence and operating in contravention	18	189	207
Highway Traffic Act	Sec. 54-1 : excess gross weight	79	4,737	4,816
	Other infractions	24	1,364	1,388
Public Vehicles Act			1	1
Motor Vehicle Fuel Tax Act			10	10
	TOTAL	179	7,284	7,463

#### TRAFFIC ENGINEERING

During the period April 1, 1963 to March 31, 1964, the traffic engineering staff completed 54 municipal traffic projects; 51 new project requests were received and work is continuing on 14 projects started but not finalized. The reports to municipalities covered items as follows:

Intersection geometrics, Traffic signal design, Parking space usage and control, Use of pavement markings and traffic control signs.

In addition, representatives of the branch provided assistance to municipalities through 111 personal visits.

The department approved 1,874 traffic by-laws; signal light installations and traffic signs as required by section 108 of The Highway Traffic Act. Approvals were given covering 625 signs, signals and other traffic control devices and 1,249 municipal traffic by-laws regulating traffic.

Representatives of the branch continued to assist committees concerning traffic engineering. For example, the Council on Uniform Traffic Control Devices for Canada; Ontario Traffic Conference, Traffic Training Course; Metropolitan Toronto Technical Traffic Committee; Metropolitan Toronto Traffic Conference; Department of Highways Traffic Signing Committee and Metropolitan Toronto and Region Transportation Study. In addition, the staff worked on many other committees on a short term basis.

#### Metropolitan Toronto and Region Transportation Study

The Regional Study produced a prospectus to outline the objectives. The objectives were defined as:

- To devise a co-ordinated network for transporting persons and goods.
- 2. To define a comprehensive transportation policy.
- 3. To recommend a fiscal policy for transportation services.

To this end, the traffic trip prediction computer model developed by the Metropolitan Toronto Planning Board was accepted as a basis for analysis of transportation requirements in the Region.

Consultant reports were received dealing with

- (a) the physical feasibility of using existing railway lines in the region for commuter train operation
- (b) the location and detail of transportation regional data in agencies, municipalities and government departments in the Region.

The work of the Study will continue with collection of person trip information by personal interview throughout the Region; the coding and tabulation of this data; the calibration of the traffic prediction model to the Region; the collection of present land use data throughout the Region; the market feasibility potential for commuter rail trains in a selected corridor.



A display of printed material produced by the Department illustrating some of the areas of highway safety promotion.

#### HIGHWAY SAFETY PROMOTION

The results of safety promotion are somewhat nebulous and mathematically impossible to demonstrate. However, there is no doubt that the Department's activities in this regard are gradually awakening the public to the seriousness of the accident situation through the aid and encouragement afforded to local organizations, press, radio and television promotion and personal contacts in the field. Safety programmes are carried out to reach elementary school children, cyclists, future drivers in secondary schools, and local safety councils and other adult organizations. In addition, displays were manned at all major fairs and exhibitions as well as many smaller fairs of a local nature.

In the period April 1, 1963, to March 31, 1964, the Department organized and trained personnel for new safety patrols in 27 elementary schools. New school patrols were set up by the Department in 22 counties and districts—including four in each of Lambton and Waterloo Counties, three in Lanark County, and two in each of Elgin and Middlesex Counties and Sudbury District. Apart from the value to the school directly affected it has been found that the formation of safety patrols in one school frequently leads to patrols being formed by other schools in the same locality.

Besides visiting existing local safety councils, six new ones were formed during the year. Talks and films were presented to many service clubs, Home and School and Parent-Teacher associations and school boards; a number of radio and television appearances were made; and the mobile safety display visited many fall fairs. A department exhibit was placed in the Ontario Government Building at the 1963 Canadian National Exhibition in Toronto, and other exhibits were also placed in the Central Canada Exhibition in Ottawa, the Western Ontario Fair in London, The Royal Winter Fair and the National Sportsmen's Show in Toronto.

Two regional Road Safety Workshops were held during the year at Windsor and Sault Ste. Marie. These meetings were very successful with about 500 delegates attending each one. The purpose of these gatherings was to bring together a representative group of interested citizens to discuss the motor vehicle accident situation and to recommend measures for preventing such mishaps more effectively in the future. Municipal authorities, business and industrial establishments, police departments, school systems, women's organizations, service clubs, churches, press, radio and television and other community groups were represented.

Augmenting the physical and more personal safety promotion activities in which the Department engaged, the distribution of literature played an important role in making more people safety-conscious. From the first of April, 1963, to the end of March, 1964, 5,100 pre-school safety promotion kits were distributed. 2,607,000 pieces of literature were sent to elementary schools together with 190,000 items relating to bicycle safety. For the benefit of older people, 50,000 pieces of literature were distributed

to groups interested in the senior citizens' safety problems. Literature in the volume of 3,112,000 pieces concerned with various aspects of safety were sent to police departments, service clubs and other organizations interested in highway safety generally. In addition, the Ontario Traffic Safety bulletin continued to be published monthly and distributed to some 18,500 subscribers. Its object is to provide information on traffic safety activities to people interested in the prevention of traffic accidents throughout the province.

The following is a list of some of the literature distributed by the Department:

School Children Teacher's Manual (Kindergarten)

Teacher's Safety Education Guide

Pointers for Parents School Safety Patrols

Bicycle Safety Ten Commandments

Skill Test and Examination Forms How to be an Expert Cyclist

Secondary School

Driver Education Sportsmanlike Driving

Teacher's Guide to Driver Instruction

Practice Driving Guide Books

Senior Citizens The Lost Art of Walking

**Driving Tips for Senior Citizens** 

General Driver's Handbook

Farm Implements on Ontario's Highways

School Bus Operator's Manual

Freeway Safety

Ontario Demerit Point System

Motor Vehicle Accident Claims Fund and its Operation

and its Operation Winter Driving Tips

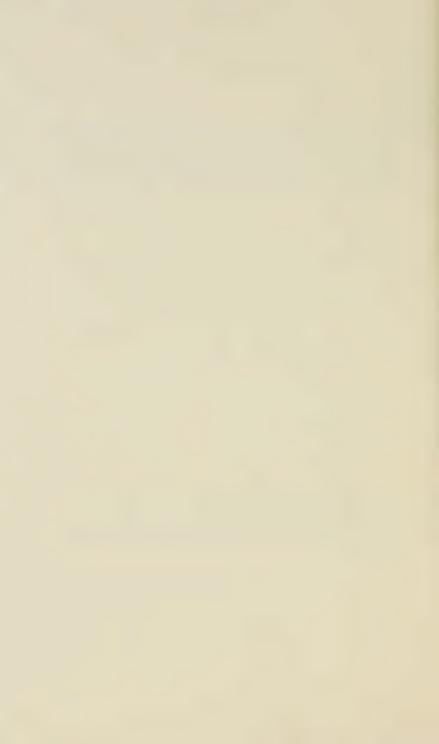
In addition to the standard items listed, leaflets, folders, posters and other aids to safety were distributed throughout the year.

#### DRIVER INSTRUCTION IN SECONDARY SCHOOLS

In co-operation with the Department of Education, the driver instruction programme in secondary schools continued with an increase to 74 the number of schools offering a recognized course as an extra-curricular activity. By the end of 1963, the counties and districts offering this course were 31 in number. They are listed below, with the number of schools participating in parenthesis:

Brant (3)	Middlesex (1)
Carleton (2)	Nipissing (2)
Cochrane (1)	Ontario (3)
Dundas (3)	Oxford (2)
Essex (9)	Parry Sound (1)
Grenville (1)	Perth (1)
Grey (4)	Peterborough (5)
Haldimand (2)	Prescott (1)
Halton (3)	Renfrew (3)
Hastings (1)	Russell (1)
Huron (1)	Simcoe (1)
Kenora (1)	Stormont (1)
Kent (4)	Thunder Bay (5)
Lambton (1)	Waterloo (6)
Lanark (1)	York (2)
Leeds (2)	

In addition to the schools actually offering a recognized course in driver instruction, 63 others are showing more than a passing interest in doing so. The increased attention being paid to this important secondary school activity is due, to a great extent, to the Department's award-winning film, "Right from the Start," which provides a comprehensive story of driver instruction in high schools.



# STATISTICAL TABLES

NET CASH RECEIPTS\* FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1955-1964

	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964
	40	45	40-	40	40	45	40	40	us.	40-
Permits and Licences Passenger Trucks and Tractors‡ Trucks and Tractors† Trailer Motorcycle Dealers—Automobile Operators, chauffreurs and instruction In transits Driving instructors	11,240,597 10,715,358 2,15,916 1,723,241 21,418 49,427 1,868,873 5,139 98,821	17,348,216 15,587,871 453,202 2,443,725 24,851 72,461 1,988,188 10,060 99,927	19,909,408 18,317,463 663,558 3,582,478 31,123 77,172 2,120,072 11,962	21,705,348 18,870,367 959,322 3,429,499 32,256 75,269 13,117 106,808	23,288,131 20,141,724 1,260,953 4,194,677 44,212 80,260 94 2,432,019 13,988 113,988	27,295,459 22,943,217 1,728,530 5,034,360 84,959 2,644,614 19,258 27,3474 18,133	28,328,868 23,011,743 2,135,148 5,236,355 94,015 2,596,303 315 2,596,303 315,1106 32,1106 16,987	28,800,002 23,695,052 2,392,225 5,774,804 71,482 83,732 2,649,073 39,904 358,239 13,141	30.289,050 20,949,404 2,662,402 5,252,863 87,190 2,835,248 18,015 18,015 384,586 13,583	37,697,049 2,347,535 2,986,340 5,970,350 7,3,940 95,635 5,192,151 22,647 341,100 16,608
Total	25,938,838	38,028.567	44,820,211	47,591,138	51,570,126	60,096,023	61,838,626	63,877,924	62,559,616	75,743,610
Transfers Transfers Transfers Tublic vehicles Public commercial vehicles Public commercial vehicles Dublicate permits and licences Searches and certificates Lists Examinations Miscellaneous	371,456 436,016 1,390,222 30,505 15,309 15,134 50,402	415,696 424,928 1,488,844 32,503 19,052 20,916 50,998 2,259	453,160 427,202 1,934,216 43,644 22,610 16,432 49,016 29,900	891,241 432,268 2,193,495 68,236 45,332 15,498 63,189	818,671 425,305 2,398,781 66,346 68,946 520,091 101,116 2,755	886,146 436,459 2,970,167 72,807 70,578 25,511 131,977	888,587 415,483 2,973,615 72,142 80,204 22,763 165,138 3,367	822,141 426,458 3,211,354 691,756 106,085 23,268 556,009 10,875	832,008 447,485 3,49592 71,521 147,202 22,102 683,129 3,477	931,514 453,350 3,40,560 68,110 186,117 30,818 785,353 22,784
Total	2,307,714	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210	4,621,299	5,225,946	5,703,916	5,618,606
Fines Breaches of Acts†	465,782	822,410	1,304,715	1,262,092	1,348,865	1,230,325	1,182,114	1,112,236	1,280,057	1,149,562
GRAND TOTAL	28,712,334	41,306,172	49,101,106	52,562,489	56,810,932	65,936,558	67,642,039	70,216,106	69,543,589	82,511,778

Exclusive of the Unsatisfied Judgment Fund, Motor Vehicle Accident Claims Fund and the Ontario Highway Transport Board.
 Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act, Motor Vehicle Accident Claims Act and Motor Vehicle Transport Act (Canada).

† Highway Traffic ‡ Including buses.

#### STATEMENT OF REVENUE FOR THE FISCAL YEARS ENDING MARCH 31, 1964 AND MARCH 31, 1963

Years ending March 31, 1964 March 31, 1963

Motor Vehicle Administration		
Permits and Licences		
Passenger	\$37,697,048.75	\$30,289,049.85
Trucks and Tractors	22,540,217.90	20,176,658.74
Buses	807,317.15	772,745.69
Dual Purpose	2,986,339.50	2,662,402.00
Trailers	5,970,349.55	5,252,863.13
Motorcycles	73,940.30	67,035.10
Dealers	95,890.00	87,430.00
Operators and Chauffeurs	4,555,625.89	2,233,814.65
Instruction	636,525.15	601,432.50
In-Transits	22,647.30	18,015.20
Garages	341,100.50	384,586.50
Driving Instructors	16,608.00	13,583.00
Fees		
Transfers	931,514.40	832,008.35
Public Vehicles	453,350.29	447,484.59
Public Commercial Vehicles	3,140,559.50	3,496,992.03
Duplicate Permits and Licences	68,110.00	71,521.00
Searches and Certificates	19,877.73	147,202.26
Abstracts	166,238.93	147,202.20
Lists	30,818.02	22,102.42
Examinations	785,353.00	683,129.00
Miscellaneous	22,784.42	3,477.00
Fines	1,149,562.00	1,280,056.44
Ontario Highway Transport Board— Fees	161,910.83	90,703.86
1000		
N. A. O. J. J. D.	602 672 600 44	een ead ana ad
Net Ordinary Revenue	\$82,673,689.11	\$69,634,293.31

## STATEMENT OF EXPENDITURE FOR THE FISCAL YEARS ENDING MARCH 31, 1964 AND MARCH 31, 1963

	Year e	nding
	March 31, 1964	March 31, 1963
Main Office		
Salaries	\$ 411,635.94	\$ 360,615.55
Travelling Expenses	10,565.56	13,762.39
Maintenance	21,939.42	14,866.07
Unemployment Insurance	5,515.48	5,703.14
Fees and Expenses—Special Studies and Research	81,887.24	501.37
Minister	12,000.00	12,000.00
	543,543.64	407,448.52
Ontario Highway Transport Board		
Salaries	134,991.11	115,697.54
Travelling Expenses	1,935.85	3,510.03
Maintenance	12,474.56	7,536.99
	149,401.52	126,744.56
Highway Safety Branch		
Salaries	85,830.69	152,076.84
Travelling Expenses	14,285.69	13,683.16
Maintenance	17,602.66	29,993.69
Highway Safety Publicity	324,767.90	323,842.60
Grants—Ontario Safety League	15,000.00	15,000.00
—Ontario Traffic Conference	5,000.00	5,000.00
—Canadian Highway Safety Council	10,000.00	10,000.00
	472,486.94	549,596.29
Motor Vehicle Administration		
Salaries	3,368,690.47	2,962,814.54
Travelling Expenses	187,004.35	177,384.69
Maintenance	1,182,041.37	760,814.86
Advertising	46,947.09	38,790.16
Registration Plates and Supplies	596,814.27	487,670.51
Fees, etc	19,978.06	78,046.18
	5,401,475.61	4,505,520.94
Total Ordinary Expenditure	\$6,566,907.71	\$5,589,310.31

## MOTOR VEHICLE ADMINISTRATION EXPENDITURE BY BRANCHES AND SERVICES

Branch or Service	SALARIES	TRAVELLING EXPENSES	MAINTENANCE	TOTAL
Driver Examination Branch	\$ 959,477.59	\$ 78,225.96	\$ 120,229.30	\$1,157,932.85
Driver Control Branch	\$ 631,084.17	\$ 12,529.68	\$ 45,617.77	689,231.62
Vehicle Inspection Branch	737,900.84	77,821.52	109,815.01	925,537.37
Motor Vehicle Licence Branch	990,599.46	14,917.22	679,258.16	1,684,774.84
Traffic Engineering Branch	49,628.41	3,509.97	4,273.70	57,412.08
General Office Supplies and Equipment (all branches)			222,847.43	222,847.43
Advertising				46,947.09
Registration Plates and Supplies				596,814.27
Fees				19,978.06
	\$3,368,690.47	\$187,004.35	\$1,182,041.37	\$5,401,475.61

## MOTOR VEHICLE ACCIDENT CLAIMS FUND THE MOTOR VEHICLE ACCIDENT CLAIMS ACT FOR THE FISCAL YEAR APRIL 1, 1963, TO MARCH 31, 1964

Balance at Credit of Fund, March 31, 1963		\$ 8,664,995.39
RECEIPTS—		
Fees on issue or renewal of Chauffeurs' or Operators' Licences	\$ 4,823,542.61	
Fees on issue or transfer of Permits for Motor Vehicles by Uninsured Owners	1,470,647.60	
Recoveries of Judgments (Sec. 10)	604,441.11	
Interest credited on balance in Fund as at December 31, 1963.	348,127.60	
		7,246,758.92
		\$15,911,754.31
DISBURSEMENTS—		
Judgments paid including costs (Sec. 6)	3,165,152.25	
Claims paid (Sec. 5)	348,403.86	
Administration Expenses (Sec. 2)	495,509.08	
		4,009,065.19
Balance at Credit of Fund, March 31, 1964		\$11,902,689.12

## MOTOR VEHICLE ACCIDENT CLAIF

	For 12 Years	•
	July 1, 1947	
	to	
	March 31, 1959	1960
	March 31, 1909	1300
RECEIPTS	\$	\$
Driver's Fee (\$1.00)	16,159,148.00	2,409,519.00
Uninsured Motor Vehicle Fee*	2,002,520.00	1,644,190.00
Repayments by Debtors	955,408.24	316,480.72
Interest on Fund Balance (Sec. 2 (7)—effective 1st July 1962)	-	_
TOTAL RECEIPTS	19,117,076.24	4,370,189.72
PAYMENTS		
Claim Cases**		
(Sec. 5—cases settled without court action)	_	_
Judgment Cases (Sec. 6—cases where judgment has been secured		
against a known owner and/or operator)	14,437,203.85	2,348,787.38
Hit and Run Cases (Sec. 11 and 14—includes stolen and non-		
resident vehicles. Judgment recovered against Registrar for per-		
sonal injury only.	1,270,618.76	148,424.36
Administration Costs (Sec. 2 (8)—effective 1st July 1962)	-	-
TOTAL PAYMENTS	15,707,822.61	2,497,211.74
BALANCE IN FUND	3,409,253.63	5,282,231.61
CASES PAID		
Claim Cases **	_	_
Judgment Cases	5,288	851
Hit and Run Cases	390	31
TOTAL	5.070	000
TOTAL	5,678	882

From 1958 to 1961 inclusive a \$5.00 uninsured motor vehicle fee was collected with the registration of each uninsured vehicle. This fee was raised to \$20.00 in 1962.

<sup>\*\*</sup> Claim Cases;-Legislation effective 1st July 1962.

#### STATEMENT OF OPERATIONS— TO MARCH 31, 1964

\$	\$	\$	\$	\$
66,339.00	2,473,754.00	2,537,811.00	4,823,542.61	30,870,113.61
3,375.00	1,506,690.00	1,459,691.10	1,470,647.60	9,687,113.70
57,235.95	366,581.94	457,118.19	604,441.11	3,057,266.15
_	_	240,675.77	348,127.60	588,803.37
26,949.95	4,347,025.94	4,695,296.06	7,246,758.92	44,203,296.83
		455 000 00	348,403.86	504,004.84
_	_	155,600.98	340,403.00	304,004.84
97,838.39	2,808,365.42	3,574,046.09	2,874,541.70	28,340,782.83
16,171.49	329,603.12	398,504.21	290,610.55	2,653,932.49
_	_	306,378.47	495,509.08	801,887.55
14,009.88	3,137,968.54	4,434,529.75	4,009,065.19	32,300,607.71
95,171.68	8,404,229.08	8,664,995.39	11,902,689.12	
_	_	601	1,230	1,831
913	1,059	1,437	1,111	10,659
45	57	71	73	667

TOTALS

#### **VEHICLE REGISTRATIONS FROM 1903**

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178					178	
1904	535					535	
1905	553					553	
1906	1,176					1,176	
1907	1,530					1,530	
1930	1,754					1,754	
1909	2,452					2,452	
1910	4,230					4,230	
1911	11,339					11,339	
1912	16,268				1,754	18,022	
1913	23,700				2,900	26,600	
1914	31,724				3,633	35,357	
1915	42,346		ctor		4,174	46,520	
1916	51,589	2,786	ncluded with truck and tractor		4,287	58,662	
1917	78,861	4,929	uck aı		5,180	88,970	
1918	101,599	7,529	/ith tr		5,002	114,130	
1919	127,860	11,428	w beb		5,516	144,804	
1920	155,861	16,204	Inclu		5,496	177,561	
1921	181,978	19,554			4,989	206,521	327
1922	210,333	24,164			4,799	239,296	463
1923	245,815	28,612			4,325	278,752	591
1924	271,341	31,488			3,941	306,770	778
1925	303,736	34,690			3,748	342,174	1,058
1926	343,992	39,012			3,345	386,349	1,398
1927	386,903	43,442			3,159	433,504	1,962
1928	429,426	54,714			3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998

#### VEHICLE REGISTRATIONS - Cont'd.

LICENCE		TRUCK AND		DUAL	MOTOR-	TOTAL MOTOR	
YEAR*	PASSENGER	TRACTOR	BUS	PURPOSE	CYCLE	VEHICLE	TRAILER
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	Ť	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961	1,686,149	316,669	6,213	108,295	8,944	2,126,270	144,180
1962	1,718,413	322,888	6,818	121,706	7,323	2,177,148	154,404
1963	1,790,788	326,556	7,145	136,090	7,741	2,268,320	159,131

Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

<sup>†</sup> Included with passenger cars.

<sup>‡</sup> Beginning in 1950, station wagons and similar vehicles included in dual purpose.

#### LICENCES AND PERMITS ISSUED, 1959-1963\*

CLASS OF LICENCE OR PERMIT	1959	1960	1961	1962	1963
Drivers' Licences:					
Operators	1,419,201	1,473,685	1,512,054	1,512,118	1.602.153
Chauffeurs	851,045	881,882	902,561	921,928	952,862
TOTAL	2,270,246	2,355,567	2,414,615	2,467,046	2,555,015
Other Documents:					
Instruction permits	428,301	424,977	330,085	309,261	313,862
Transfers	451,534	458,008	451,496	430,321	496,794
Transfers (dealers)	373,229	372,412	384,958	387,538	455,111
"In Transit" permits	19,448	17,212	28,490	34,489	23,505
Manufacturers' and dealers' permits	2,958	3,065	2,990	3,061	3,226
Motorcycle dealers' permits	13	20	16	17	16

<sup>\*</sup> Excluding motor vehicle and trailer permits.

#### PROPORTIONATE INCREASES OF MEDIUM AND HEAVY COM-MERCIAL VEHICLES TO ALL COMMERCIAL VEHICLES, 1945-1963

	MEDIUM AND			
LICENCE	HEAVY	INDEX No.	ALL	INDEX No.
YEAR	COMMERCIAL*	(1950 = 100)	COMMERCIAL**	(1950 = 100
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18,594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163
1960	54,218	475	456,704	166
1961	55,865	489	467,062	170
1962	60,662	531	484,110	176
1963	80,428	704	492,832	179

<sup>\*</sup> Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

<sup>\*\*</sup> All trucks, tractors, trailers and buses.

PASSENGER AND COMMERCIAL VEHICLE REGISTRATION BY CITIES, 1962 and 1963

			COINING	COMMERCIAL	DOAL P	DUAL PURPOSE	01	rotal
	1962	1963	1962	1963	1962	1963	1962	1963
Sarrie	7,252	8,434	1,082	1.449	655	867	686	10 750
3elleville	8,614	10,391	1,253	1.709	708	957	10.575	13.057
3rantford	16,042	18,021	2,070	2,895	1.021	1.294	19.133	22,210
3rockville	5,115	6,659	586	927	398	592	6009	8178
Chatham	8,546	10,601	1.842	2.139	545	759	10.933	13 499
Cornwall	9,068	10,224	1.388	1,623	584	747	11 040	12 594
t William	11.577	13.012	1,919	2 420	868	1 105	14 364	16.537
Balt	7,707	8,887	921	1.224	546	720	9 174	10,337
3uelph	11,168	13,050	1.378	1,952	712	926	13.258	15,938
lamilton	71,616	73,807	7,848	10,186	4.315	5.012	83,779	89,005
(ingston	15,977	17,780	2,165	2,501	1,301	1.653	19.443	21,934
itchener	21,590	23,009	2,839	3,203	1,675	2.018	26.104	28.230
nopuo	47,496	51,708	5,834	6,646	3,454	4,259	56.784	62,613
Viagara Falls	15,526	15,795	1,885	2,046	1,108	1,280	18.519	19.121
orth Bay	8,977	10,236	1,440	1,615	781	1,020	11,198	12.871
shawa	17,400	20,500	2,367	2,613	1,278	1,716	21,045	24,829
)ttawa	84,688	89,676	8,776	9,198	6,537	7,872	100,001	106,746
Owen Sound	4,872	6,018	969	964	308	430	5,876	7,412
eterborough	13,585	16,281	1,709	2,468	926	1,256	16,220	20,005
Arthur	11,725	13,045	2,341	2,919	915	1,161	14,981	17,125
St. Catharines	24,735	27,214	3,242	3,890	1,567	1,953	29,544	33,057
homas	7,920	9,860	930	1,399	406	292	9,256	11,826
Sarnia	16,845	18,070	1,875	2,049	1,272	1,559	19,992	21,678
sault Ste. Marie	15,164	17,626	2,830	3,700	1,360	1,810	19,354	23,136
Stratford	5,660	6,591	703	1,060	401	533	6,764	8,184
Sudbury	18,946	20,273	3,292	3,316	1,371	1,670	23,609	25,259
Immins	5,049	5,487	1,471	1,383	475	585	6.995	7.455
oronto (Greater)	466,970	480,333	77,431	79,517	29,701	34,493	574.102	594,343
Waterloo	5,867	7,026	605	783	426	576	6,898	8,385
Velland	10,067	11,435	1,171	1,553	682	881	11,920	13,869
Windsor (Greater)	45,209	47,238	5,336	5,795	2,550	3.024	53,095	56.057
Voodstock	6,214	7,947	731	1,582	383	559	7,328	10,088
FOTAL	1.027.187	1,096,234	149.956	166 724	69 229	83 864	1 246 372	1 346 822
	,02,770,	403,000,	147.7.70	77/ 001	M// WU	TON Y	/4 47/	1 44h x

PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1962-1963

1962   1963   1964   1965   1965   1965   1965   1965   1965   1965   1965   1965   1965   1966	1963 1962 22.511 5.577 12.289 3.453 97.905 11.531 4.871 2.332 4.871 2.332 10.346 2.372 10.346 2.372 10.346 4.348 65.685 11.446 4.341 4.348 4.344 4.094 4.331 1.244	6,973 4,435 3,760 11,194 4,506 1,339 2,332 4,555 1,2,119	2,223 1,388 513 8,293 1,413	1963		1963
22.753 22.556 12.395 16.693 4,693 4,693 4,794 19.25 19.24 19.00 19.24 19.00 11.50 19.00 11.50 19.00 11.50 19.00 11.50 19.00 10.679 10.6		6,973 4,436 3,760 11,194 4,506 1,462 1,339 2,332 4,555 12,119	2,223 1,388 513 8,293 1,413		1962	
2.2.226 1.2.385 97.338 4.683 4.683 4.573 10.420 11.420 11.420 11.900 3.916 15.014 15.014 15.014 15.014 15.014 15.014 15.014 16.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 15.014 16.014 16.014 17.0		4,435 3,760 11,194 4,506 1,462 1,339 2,332 4,565 12,119	1,388 513 8,293 1,413	2,871	30,553	34,355
97.395 16.893 16.893 4,578 10.420 11.8563 69.247 60.04 16.678 8.794 1.900 1.501 8.394 1.501 8.395 10.679 10.679 10.679 12.490 12.490 12.490 12.490 12.490 4.841		3,760 11,194 4,506 1,462 1,339 2,332 4,565 12,119	513 8,293 1,413	1,648	28,041	29,425
97,338 4,693 4,693 1,457 10,420 18,603 18,503 1,247 1,900 1,900 1,900 1,900 1,900 1,501 1,		11,194 4,506 1,462 1,339 2,332 4,555 12,119	8,293	596	16,361	17,225
4,693 4,578 1,420 18,653 18,653 19,004 1,900 1,900 1,900 1,5004 1		4,506 1,462 1,339 2,332 4,555 12,119	1,413	8,984	117,162	118,083
4,693 4,678 10,420 10,420 18,563 19,563 19,604 10,678 10,678 10,679 10,6	_	1,462 1,339 2,332 4,555 12,119		1,709	22,801	23,812
1,4578 18,653 18,653 1,247 2,247 2,265 3,316 6,004 1,900 3,516 1,900 3,518 1,514 1,5	_	1,339 2,332 4,555 12,119	207	248	6,282	6,639
18,563 19,524 69,247 2,566 3,316 6,004 16,678 8,734 1,5004 1,5004 8,334 1,5004 1,5004 1,5004 1,5004 1,5004 1,5004 1,5004 1,440 1,440 1,440 1,440 1,440	_	2,332 4,555 12,119	193	230	6,084	6,440
18,563 19,247 22,505 3,316 6,004 1,500 1,500 36,532 26,339 15,014 1,501 15,014 1,501		4,555	698	828	13,490	14,106
2,247 2,566 3,916 6,004 1,900 8,794 1,900 1,501		12,119	968	1,069	23,807	25,055
22,505 3,916 6,004 1,6678 8,734 1,900 1,501 1,50			4,552	4,912	85,245	86,716
3.316 6.004 16.678 1.900 36.539 26.339 15.014 15.014 8.934 2.203 28.905 10.679 12.490 4.841		4,252	1,810	2,142	28,409	29,738
6,004 1,6078 8,734 1,900 36,552 26,389 15,014 8,934 28,905 10,679 10,679 12,490 4,841		1,347	164	219	5,324	6,197
16.678 8.734 1,900 36.592 26.339 15,014 8.334 27,203 28,905 10,679 10,679 12,490 4,841		1,386	403	475	7,712	8,127
1, 8,794 1,900 36,592 26,389 15,014 8,934 2,203 28,905 10,679 12,490 12,490 12,490 12,490 12,490 12,490		4,013	812	953	21,220	22,290
1,900 8,592 26,389 15,014 15,014 27,203 28,905 28,905 28,905 10,679 10,679 11,490 11,490		2,811	454	551	11,574	12,706
26.592 26.389 15.014 15.014 27.203 28.905 28.905 12.490 12.490 12.490		851	171	196	2,859	2,952
26.389 15.014 15.014 8.934 27.203 28.905 10.679 10.679 14.490 14.400 14.400 14.400 14.400 14.400 14.400 14.		5,209	3,262	3,962	44,806	48,269
15.014 8.934 8.934 27.203 28.905 10.679 12.490		5,621	1,946	2,264	33,675	34,941
27,203 27,203 28,905 10,679 12,490 14,490 14,490 16,490 17,490 18		4,002	757	890	19,576	20,714
27,203 28,905 28,905 10,679 12,490 11,490 14,841		3,208	897	1,061	12,885	13,473
28,905 28,905 10,6879 12,490 12,490 4,841		7,533	1,398	1,630	35,952	47,459
10,679 12,490 Addington 4,841		5,740	1,916	2,286	36,315	38,219
12,490 Addington 4,841		2,551	626	711	13,745	13,939
Addington 4,841		2,970	857	1,027	15,980	17,110
		1,800	312	353	6,811	7,016
.,		7,196	2,553	3,002	47,043	48,534
1,876		521	132	153	2,795	2,605
k 64,339		10,746	4,559	4,935	79,957	80,831
6.564		2,604	671	780	9,441	10,082

PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY COUNTIES AND DISTRICTS 1962-1963—Cont'd.

	PASSENGER	AGER	COMMERCIAI	RCIAL	DUAL PURPOSE	RPOSE	TOTAL	AL
COUNTY OR DISTRICT —	1962	1963	1962	1963	1962	1963	1962	1963
	14.062	14 799	3 407	3.469	1.240	1,501	18,709	19 769
ipissing	14,062	11 695	4337	4.742	767	701	19,463	17,138
4ortolk	0.823	D 934	2.492	2,735	583	675	12,898	13,344
lorinumberiand	36,975	34.421	6.085	6,302	2,787	2,973	45,847	43,696
Intario	21,276	22 735	5.655	5,833	1,122	1,337	28,543	29,905
UXTORB	6.233	6.300	2,296	2,467	597	687	9,126	9,454
arry Sound	36.695	38,655	6.206	6.956	3,175	3,812	46,076	49,423
	16,00	16.507	3.934	4,189	886	1,035	20,926	21,731
errn.	20.155	20.481	3.760	4,030	1,401	1,603	25,316	26,115
eterboro	5 2 4 3	5,43	1.576	1.706	254	303	7,173	7,662
rescoll	5,541	6.014	1.622	1,871	378	464	7,541	8,349
e Edward	5,078	5.131	1.485	1.644	476	547	7,039	7,322
Software Contraction of the Cont	20,674	21.959	4.757	4,368	1,510	1,838	26,941	28,165
Sentrew	4110	4.070	1,293	1,347	179	196	1,582	5,613
Nasali	37,025	37.234	8.213	8,917	2,722	3,119	47,960	49,270
	12853	13 730	2.424	2.657	772	931	16,049	17,318
Stormonic	35 131	35 745	7.341	7,253	2,636	3,038	45,108	46,036
uddbury	33,079	36.048	7.510	3,243	2,749	870	43,338	14,193
number bay	9 946	10,080	3,060	7.577	738	837	13,744	44,462
IIIIBKaliijiig	300	8 190	2.260	2.353	441	494	11,001	11,037
	50,00	51 713	7 959	8.113	4.075	4,417	64,042	64,243
Waterloo	47.753	47 791	7.090	7.047	3.470	3,685	58,313	58,523
Velland	22,733	23.648	4.782	5.207	1,334	1,571	28,642	30,426
Vellington	96 262	95 701	12 487	12.759	6,568	866'9	115,317	115,458
Ventworth	526,470	562,217	89,168	83,735	36,770	41,773	652,408	687,725
				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	426,000	2 163 007	2 252 434
rotal	1,718,413	1,790,788	322,888	326,556	121,/06	136,030	2,103,007	4,400,404

#### SPECIAL PERMITS ISSUED, 1959-1963

CLASS OF PERMIT	1959	1960	1961	1962	1963
S. (Single trip)	7,251	8.300	10.060	10.706	8,087
S.T. (Short term)	600	740	930	1,675	2,261
L.T. (Long term)	6,200	7,120	9,269	10,040	11,221
TOTAL	14,051	16,160	20,259	22,421	21,569

Explanation: Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Sections 52 or 58 of the Act.

#### **GARAGE LICENCES ISSUED, 1959-1963**

CLASS OF LICENCE	1959	1960	1961	1962	1963
A	9,268	9,117	9,299	9,830	10,315
В	4,457	4,785	4,989	4,945	4,341
С	911	907	949	957	955
TOTAL	14,636	14,809	15,237	15,732	15,611

#### **EXPLANATION:**

Class A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking

station, parking lot or used car lot.

Class B: Licence to service and repair motor vehicles.

Class C: Licence to buy and wreck motor vehicles.

#### PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1960-1964

CLASS OF LICENCE	1960	1961	1962	1963	1964
Public Vehicle	216	235	243	270	282
Extra-Provincial (Class X)	135	147	155	164	178
School Vehicle	1,937	2,144	2,233	2,260	2,450
TOTAL	2,288	2,526	2,631	2,694	2,910

#### PUBLIC VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1960-1964

CLASS OF LICENCE	1960	1961	1962	1963	1964
Public Vehicle	2,807	2,787	2.927	3.023	3.252
Extra-Provincial (Class X)	16	18	18	17	19
School Vehicle	2,719	2,988	3,296	3,411	3,626
TOTAL	5,542	5,793	6,241	6,451	6,897

## PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1960-1964

CLASS OF LICENCE	1960	1961	1962	1963	1964
А	184	183	187	188	233
В	30	30	28	25	23
С	438	430	443	407	388
D	742	817	862	933	937
E	669	667	679	691	637
F	5,457	5,001	5,291	5,299	5,186
FS	337	337	838	349	343
н	149	158	159	158	187
К	134	145	147	143	143
L	55	61	64	57	58
x	675	699	437*	441*	476
X only	• • • • • • • • • • • • • • • • • • • •		312	340	329
TOTAL	8,870	8,528	8,947	9,031	8,940

<sup>\*</sup> Holders of these 'X' licences also hold other classes of licence.

## PUBLIC COMMERCIAL VEHICLES LICENSED LICENCE YEARS ENDING MARCH 31, 1960-1964

CLASS OF LICENCE	1960	1961	1962	1963	1964
Α	11,143	11,599	11,780	12,254	13,021
В	132	104	99	100	75
С	3,726	3,851	3,692	3,995	4,035
D	4,789	5,065	5,386	5,479	5,813
E	1,085	1,088	1,129	1,123	1,111
F	8,778	9,051	9,247	9,927	10,318
FS	659	724	744	779	808
Н	958	1,061	1,096	1,175	1,288
К	375	406	406	430	434
X only	3,153	3,497	3,843	3,314	2,73
TOTAL	34,798	36,446	37,422	38,576	39,638

## RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES\* — LICENCE YEARS ENDING MARCH 31, 1954-1964

LICENCE	CLASS OF LICENCE									
YEAR	Α	В	С	D	E	F	FS	Н	K	ALL CLASSES*
1954	31.84	1.92	3.70	5.44	1.36	1.52	1.61	4.83	2.32	3.30
1955	35.60	1.95	4.08	5.26	1.37	1.45	1.68	5.02	2.48	3.14
1956	39.65	2.11	4.51	5.40	1.42	1.52	1.82	5.41	2.52	3.19
1957	45.28	2.74	4.88	6.37	1.41	1.53	1.97	6.07	2.52	3.36
1958	48.49	3.00	5.79	7.04	1.53	1.69	1.97	6.15	2.54	3.78
1959	48.82	3.66	6.84	6.59	1.52	1.68	2.08	6.22	2.71	3.79
1960	60.65	4.40	8,51	6.45	1.62	1.61	1.96	6.43	2.80	3.89
1961	63.38	3.47	8.96	6.20	1.63	1.81	2.15	6.72	2.80	4.24
1962	62.99	3.54	8.33	6.25	1.66	1.75	2.20	6.89	2.76	4.18
1963	65.18	4.00	9.81	5.87	1.62	1.87	2.23	7.43	3.00	4.30
1964	55.88	3.26	10.39	6.20	1.74	1.98	2.34	6.88	3.03	4.56

<sup>\*</sup> Excluding Classes L and X.

#### FIRST ATTEMPT RESULTS OF DRIVER EXAMINATIONS, 1963

	NUMBER	PASSI	ED	FAILE	D
REASONS FOR TESTS	TESTED	NUMBER	%	NUMBER	%
Application for licence	190,513	118,156	62.0	72,357	38.0
Application for authority to drive school bus	2,189	1,612	73.3	586	26.7
Special tests*	14,738	9,719	65.9	5,019	34.1
TOTAL	207,449	129,487	62.4	77,962	37.6

<sup>\*</sup> These tests are conducted for the following reasons:

- (a) drivers 80 years and over;
- (b) drivers 70 years and over involved in accidents;
- (c) accident repeaters;
- (d) drivers involved in fatal accidents;
- (e) drivers sent for re-test by Driver Control Branch (under authority of Highway Traffic Act).

#### **REASONS FOR FIRST ATTEMPT FAILURES, 1963**

	NUMBER OF	WRITTE VISION T		ROAD TI	ESTS	вотн т	STS
REASONS FOR TESTS	FAILURES	NUMBER	%	NUMBER	%	NUMBER	%
Application for licence	. 72,357	8,884	12.3	54,868	75.8	8,605	11.9
Application for authority to drive school bus	. 586	88	15.0	404	68.9	94	16.0
Special tests*	. 5,019	1,585	31.6	2,410	48.0	1,024	20.4
TOTAL	. 77,962	10,557	13.5	57,682	74.0	9,723	12.5

<sup>\*</sup> These tests are conducted for the following reasons:

<sup>(</sup>a) drivers 80 years and over;

<sup>(</sup>b) drivers 70 years and over involved in accidents;

<sup>(</sup>c) accident repeaters;

<sup>(</sup>d) drivers involved in fatal accidents;

<sup>(</sup>e) drivers sent for re-test by Driver Control Branch (under authority of Highway Traffic Act).

#### CONVICTIONS UNDER THE HIGHWAY TRAFFIC ACT

SECTION OF ACT	OFFENCE	1962	1963
6	Failure to register a motor vehicle	628	453
7-1, 25 (3) Reg. 23	Obtain licence fraudulently	246	223
7-2	Failure to notify change of address	5,474	4,048
8	Failure to have number plates	8,763	7,476
9	Failure to notify change of ownership	5,146	5,180
10	Improper use of number plates	3,602	1,912
13	Failure to have operator's licence	12,902	12,790
14	Failure to produce operator's licence	9,381	6,801
16	Failure to have chauffeur's licence	359	528
17	Failure to produce chauffeur's licence	514	476
18	Operation of motor vehicle by person under 16	224	187
25-2	Unlawful possession of permit	134	116
26	Driving while permit or licence suspended	11	44
31, 32	No garage licence	44	52
33	Improper lights	18,124	16,699
35	Defective brakes	11,290	7,654
37	Faulty equipment (mirror, windshield, etc.)	1,569	1,041
42	Unnecessary noise	15,307	12,761
48, 49	Unsafe vehicle	894	794
51	No name of owner on commercial vehicle	3,820	2,788
52	Overweight re tires	445	438
54	Load in excess of permit issued	13,746	10,273
56	Overhanging load	1,196	1,032
58	Excessive width or length of vehicle	1,240	648
59	Speeding (a) 30 mph or more over limit	2,166	2,361
	(b) more than 19 less than 30 mph	47,378	14,640
	(c) more than 10 less than 20 mph	52,159	68,942
	(d) under 11 mph	140,597	136,079
60	Careless driving	11,889	11,354
62	Unnecessarily slow driving	136	130
63, 66, 67, 79 (1)	Failure to yield right of way	2,691	3,092
68-1	Improper right turn	2,413	2,018
68 (2) (3) (4) (5) (6)	Improper left turn	7,860	7,728 3,375
69 (1) (1a)	Failure to signal for turn	2,696 75,961	70.097
62 (a), 64, 70 (4) (6-8)	Failure to obey stop sign, signal light or police officer	3,897	3,491
71 (4) (6) (7) 73 (1) (2)	Improper passing	1,890	2,054
71 (1) (2) (3) 72	Failure to share the road	3,343	3,460
75		5,525	5,301
76, 77	Wrong way on one-way street	2,444	2.291
	Following too closely	3.533	3.843
78 (1) (2), 79 (2) 82	Failure to stop for railway signal	118	136
83	Driving through, under or around railway gates	91	71
84	Improper opening of vehicle doors	283	279
86, 87	Improper passing of street cars or horses	252	173
88	Failure to use passing beam	2,518	2.304
89 (7) (8)	Failure to have flares or warning lights	307	220
89	Others	1,443	1.231
91	Racing	154	201
94 (2)	Failing to stop for a school bus	252	254
95 (1)	Soliciting rides	49°	29
98	Littering highway	211	208
143	Failure to report an accident	930	982
143a	Failure to remain at scene of accident	534	613
	Other offences	6,270	9,879
	TOTAL	495,049	451,250*
	-		

NOTE: The total convictions for 1963 includes convictions registered under the Motor Vehicle Accident Claims Act and P.C.V. convictions.

Due to a ruling by the Appeal Court of Ontario, approximately 50,000 convictions (Oct. 20-Dec. 20) withheld by Metro Courts pending amendment to the Point System Regulations.

## CONVICTIONS UNDER THE CRIMINAL CODE INVOLVING THE USE OF A MOTOR VEHICLE

SECTION OF ACT	OFFENCE	1962	1963	% CHANG
191	Criminal negligence	_	1	+100.0
192	Causing death by criminal negligence	15	9	- 40.0
193	Causing bodily harm by criminal negligence	8	8	No Change
207	Motor manslaughter			
221 (1)	Criminal negligence	34	50	+ 32.0
221 (2)	Leaving scene of accident	1,663	1,728	+ 3.8
221 (4)	Dangerous driving	480	561	+ 14.5
222	Driving while intoxicated	770	702	- 8.8
223	Driving while ability impaired	10,997	10,240	- 6.9
225 (3) (a)	Driving while disqualified	2,916	2,456	- 15.8
TOTAL	-	16,883	15,755	- 6.7

### CONVICTIONS UNDER MUNICIPAL BYLAWS INVOLVING THE USE OF A MOTOR VEHICLE

DFFENCE	1962	1963
Pedestrian cross-over	2,551	1,891
Prohibited turns	31,571	24,242
Wrong way on one-way street	396	131
Other bylaws	7,337	5,351
TOTAL	41,855	31,618

#### SUMMARY OF CONVICTIONS

STATUTE	1962	1963
Highway Traffic Act	495,049	451,250*
Municipal Bylaws	41,855	31,615
Criminal Code	16,883	15,755
TOTAL	553,787	498,620

Due to a ruling by the Appeal Court of Ontario, approximately 50,000 convictions (October 20-December 20) withheld by Metro Courts pending amendment to the Point System Regulations. These convictions will be recorded in 1964 statistics.

STATISTICS RELATING TO OPERATIONS OF DEMERIT POINT SYSTEM APRIL 1, 1959 TO DECEMBER 31, 1963

	1959(3)	1960	1961	1962	1963	Total
6-POINT LEVEL						
Number of Advisory Letters Issued	4,355	21,278	26,961	36,244	39,495	128,333
Number of Drivers Warned Who Advanced to Interview Level,	1	4,178	6,469	7,543	9,845	28,035
9-POINT LEVEL						
Number of Interviews Conducted	1,531	4,188	6,733	8,921	10,257	31,630
Number of Drivers Suspended for Failure to Attend Interview	180	260	322	541	432	1,735
SUSPENSIONS(4)						
Number of Drivers Who Advanced from Interview to Suspension Level	88	1,152	2,380	1,864	1,251(1)	6,736
Number of Drivers Suspended for Failure to Attend Interview	180	260	310	476	432	1,658
Number of Drivers Suspended Following Interview (2)	27	76	90	126	117	436
TOTAL NUMBER OF SUSPENSIONS UNDER POINT SYSTEM	296	1,488	2,780	2,466	1,800	8,830

<sup>(1)</sup> This represented 12.2% of the drivers interviewed who subsequently reached the suspension level. 17 of the 1,251 suspensions were applied for six months (second accumulation)

<sup>(2)</sup> Because of unfavourable records and/or attitudes

<sup>(3)</sup> Period: April 1 to December 31, 1959

<sup>(4)</sup> Suspension level raised from 12 points to 15 points as of July 1, 1962

#### SUSPENSIONS OF DRIVERS' LICENCES - 1963

CAUSE OF SUSPENSION	NUMBER
By Court as part of penalty:	
Criminal negligence	33
Dangerous driving	313
Driving while intoxicated	100
Impaired driving	1,331 515
Careless driving	1,378
Other	316
	0.000
TOTAL	3,986
Demerit Point System:	
Accumulation of points	1,251 432
Failure to attend interview (1)	117
AS lesuit of interview	
TOTAL	1,800
Section 25 H.T.A.:	
Mental or physical condition	341
Re-examination of driving ability	649
Operating record	182
TOTAL	1,172
Section 20 H.T.A. — Mandatory Suspensions for:	
Driving while intoxicated	644 35
Criminal negligence	
TOTAL	679
Section 21 H.T.A. — Mandatory Suspensions for:	
Driving while ability impaired	9,011
Dangerous driving	255
TOTAL	9,266
Section 21b H.T.A. — Mandatory Suspensions for:	
Failure to remain at scene of accident (CC)	1,236
, , , , , , , , , , , , , , , , , , , ,	
Section 21c H.T.A. — Mandatory Suspensions for:	
Driving while under suspension	2,243
Section 111 (1) H.T.A. — Until proof of financial responsibility filed (2)	12,558
Section 113 (1) H.T.A. and Section 5 (5) (6) M.V.A.C.A	4,261
GRAND TOTAL	37,201

<sup>(1)</sup> Suspension effective only until interview completed.

<sup>(2)</sup> With the exception of the demerit point system and Section 25 H.T.A. all other suspensions in this table required proof of financial responsibility before reinstatement.

#### **EFFECTIVE PERIODS OF SUSPENSION, 1959-1963**

PERIOD	1959	1960	1961	1962	1963
Three months or less	5,667	7,802	9,192	9,775	9,114
More than three months but not more than six months	3,863	5,051	6,112	7,203	7,108
More than six months but not more than one year	1,120	1,438	1,722	1,811	1,873
More than one year but not more than two years	268	289	441	508	591
More than two years but not more than three years	67	95	108	98	99
Indefinite	493	860	1,218	1,771	1,598
Until judgment paid	2,451	2,580	2,702	3,262	4,261
Until proof of financial responsibility filed.	8,699	10,576	10,706	10,986	12,557
TOTAL	22,628	28,691	32,201	35,414	37,201

#### DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY 1959-1963

OFFENCE	1959	1960	1961	1962	1963
peeding	83	51	65	43	49
o driver's licence	620	713	731	684	621
proper lights	21	32	17	16	17
efective brakes	159	159	147	109	77
nproper turning, signalling, etc	2,254	3,004	2,938	2,950	2,735
ailure to report an accident	292	390	365	319	246
areless driving	2,765	3,792	3,682	3,474	2,776
paving scene of accident	1,173	1,554	1,610	1,834	1,901
riving while intoxicated	927	1,012	981	829	744
riving while ability impaired	8,233	9,651	10,020	10,984	10,323
otor manslaughter				-	
riminal negligence	155	157	169	54	71
angerous driving				458	571
acing	61	46	43	26	70
(3) M.V.A.C.A					3,565
ther offences	116	110	166	128	145
ailure to satisfy a judgment	2,451	2,580	2,702	3,262	4,261
ancellation of proof of F.R.*	2,621	2,648	3,145	3,956	3,664
TOTAL	21,931	25,899	26,781	29,126	31,845

<sup>\*</sup> Proof of financial responsibility filed, but cancelled before two-year period expired.

### TYPE OF FINANCIAL RESPONSIBILITY FILED, 1963

TYPE	NUMBER
Vehicle policy insurance certificate	. 6,883
Oriver's policy insurance certificate	. 1,408
Fleet insurance certificate	. 66
P.C.V. or P.V. insurance certificate	. 1
Surety bonds	. –
Money or securities	. –
TOTAL	

## SUSPENSIONS LIFTED UPON FILING PROOF OF FINANCIAL RESPONSIBILITY OR BECAUSE REQUIREMENT WAIVED, 1963

REASON FOR SUSPENSION	F.R. FILED*	EXPIRED† OR CANCELLED‡	TOTAL
Criminal negligence—192 and 193	5	1	6
Criminal negligence—221-1	21	80	101
Motor manslaughter	1	0	1
Leaving scene of accident—CC	867	521	1,388
Leaving scene of accident—HTA	63	34	97
Dangerous driving	190	21	211
Drunk driving	304	490	794
Impaired driving	6,432	3,331	9,763
Theft of motor vehicle	4	8	12
Improper lights	8	7	15
Defective brakes	34	64	98
No driver's licence	122	426	548
Speeding	25	23	48
Careless driving	1,458	1,511	2,969
Racing	49	13	62
Improper turning, passing, etc	898	1,782	2,680
Failure to report accident	101	178	279
3 (3) M.V.A.C.A	1,347	140	1,487
Other offences	55	56	111
Failure to satisfy judgment—HTA	392	122	514
Failure to satisfy judgment—M.V.A.C.F	1,367	384	1,751
Cancellation of proof of financial responsibility	2,274	1,150	3,424
TOTAL	16,017	10,342	26,359

<sup>\*</sup> Including suspensions applied prior to 1963.

<sup>†</sup> Suspensions which had been in effect for at least two years. Proof of financial responsibility no longer required.

<sup>‡</sup> Suspensions cancelled for various reasons, e.g. convictions quashed on appeal or inaccurately reported.

ALL ACCIDENTS, BY MONTHS

	196	32	196	33	%
	No.	%	No.	%	CHANGE
January	9,143	9.7	10,355	9.9	+13.8
February	8,370	8.9	8,687	8.3	+ 3.8
March	6,053	6.4	7,935	7.5	+31.1
(1st Quarter)	(23,566)	(25.0)	(26,977)	(25.7)	(+14.5)
April	5,502	5.8	6,213	5.9	+12.9
May	6,322	6.7	7,408	7.1	+17.2
June	7,295	7.8	7,299	7.0	
(2nd Quarter)	(19,119)	(20.3)	(20,920)	(20.0)	(+ 9.4)
July	7,717	8.2	8,208	7.8	+ 6.4
August	7,356	7.8	9,044	8.6	+22.9
September	8,017	8.5	8,459	8.1	+ 5.5
(3rd Quarter)	(23,090)	(24.5)	(25,711)	(24.5)	(+11.4)
October	8,815	9.4	7,960	7.6	- 9.7
November	8,126	8.6	9,598	9.1	+18.1
December	11,515	12.2	13,753	13.1	+19.4
(4th Quarter)	(28,456)	(30.2)	(31,311)	(29.8)	(+10.1)
TOTAL	94,231	100.0	104,919	100.0	+11.3

### DRIVERS IN ALL ACCIDENTS, BY AGE GROUPS

_	19	62	19	63	%	% OF DRIVERS
	No.	%	No.	%	CHANGE	LICENSEE
Under 16 years	200	0.1	231	0.1	+15.5	
16-19 years	16,402	10.2	18,838	10.4	+14.8	7.3
20-24 years	27,490	17.1	31,429	17.4	+14.3	11.5
25-34 years	42,987	26.8	47,045	26.1	+ 9.4	24.9
35-44 years	33,679	21.0	38,042	21.1	+13.0	24.3
45-54 years	21,970	13.7	24,761	13.7	+12.7	17.3
55-64 years	11,527	7.2	13,144	7.3	+14.0	9.8
65 and over	5,014	3.1	5,872	3.3	+17.1	4.9
Not stated	1,105	0.7	1,051	0.6	- 4.9	
TOTAL	160,374	100.0	180,413	100.0	+12.5	100.0

NATURE OF ACCIDENTS, 1945-1963

	FAT	AL	PERSONAL INJURY		PROP DAMAGI		TOTAL	
YEAR	No.	No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	INDEX No. (1950 =100)	No.	No. (1950 =100)
1945	547	81	7,085	51	5,826	20	13,458	31
1946	629	93	8 541	62	8,186	28	17,356	40
1947	664	98	9,165	66	12,464	43	22,293	51
1948	673	99	10,571	76	16,162	55	27,406	63
1949	725	107	12,126	87	21,621	74	34,472	79
1950	(678)	(100)	13,871	100	29,132	100	43,681	100
1951	824	122	15,653	113	38,443	132	54,920	126
1952	893	132	16,300	118	41,322	142	58,515	134
1953	920	136	16,639	120	48,307	166	65,866	151
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62.509)	(143)
1955	971	143	17,905	129	(44,343)	(152)	63,219	145
1956	1,008	149	19,358	140	51,033	175	71,399	163
1957	1,089	161	20,433	147	54,780	188	76,302	175
1958	(965)	(142)	20,575	148	55,344	190	76,884	176
1959	1,006	148	21,502	155	59,010	203	81,518	187
1960	(987)	(146)	23,714	171	62,485	214	87,186	200
1961	1,098	162	25,643	185	(58,836)	(202)	(85,577)	(196)
1962	1,139	168	28,667	207	64,425	221	94,231	216
1963	1,222	180	32,718	236	70,979	244	104,919	240

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

### ACCIDENTS BY NATURE AND MONTHS OF OCCURRENCE, 1963

	N.			
MONTH	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	TOTAL
January	79	2,540	7,736	10,355
February	61	2,125	6,501	8,687
March	78	2,282	5,575	7,935
April	84	2,214	3,915	6,213
May	96	2,639	4,673	7,408
June	105	2,625	4,569	7,299
July	107	2,920	5,181	8,208
August	141	3,119	5,784	9,044
September	136	2,966	5,357	8,459
October	117	2,763	5,080	7,960
November	121	2,974	6,503	9,598
December	97	3,551	10,105	13,753
TOTAL	1,222	32,718	70,979	104,919

### FATAL ACCIDENTS, BY MONTHS

	19	62	19	63	%
	No.	%	No.	%	CHANGE
January	72	6.3	79	6.5	+ 9.7
February	50	4.4	61	5.0	+22.0
March	60	5.3	78	6.4	+30.0
(1st Quarter)	(182)	(16.0)	(218)	(17.9)	(+19.8)
April	72	6.3	84	6.9	+16.7
May	82	7.2	96	7.8	+17.1
June	108	9.5	105	8.6	- 2.8
(2nd Quarter)	(262)	(23.0)	(285)	(23.0)	(+ 8.8)
July	111	9.7	107	8.8	- 3.6
August	131	11.6	141	11.5	+ 7.6
September	106	9.3	136	11.1	+28.3
(3rd Quarter)	(348)	(30.6)	(384)	(31.4)	(+10.3)
October	121	10.6	117	9.6	- 3.3
November	111	9.7	121	9.9	+ 9.0
December	115	10.1	97	7.9	~15.7
(4th Quarter)	(357)	(30.4)	(335)	(27.4)	(- 6.2)
TOTAL	1,139	100.0	1,222	100.0	+ 7.3

# FATAL ACCIDENTS AND PERSONS KILLED BY PLACE OF OCCURRENCE, 1962 AND 1963

	196	2	196	3	% CHA	ANGE
	FATAL ACCIDENTS	No. KILLED	FATAL ACCIDENTS	No. KILLED	FATAL ACCIDENTS	KILLED
Urban						
1. Metro Toronto	102	115	103	111	+ 1.0	+ 8.8
2. Urban Areas (10,000 population						
and over)	164	184	194	214	+18.3	+16.3
3. Other Urban (1,000 to 9,999						
population	33	35	48	51	+45.5	+45.7
TOTAL URBAN	299	334	345	376	+15.4	+12.6
Rural						
I. King's highways	557	711	577	691	+ 3.6	- 2.8
2. Secondary roads	13	20	15	19	+15.4	- 5.0
3. County roads	157	186	154	181	- 1.9	- 2.7
Organized township roads	101	119	111	130	+ 9.9	+ 9.2
5. Unorganized township roads	4	4	6	9	+50.0	+125.0
6. Local and other roads	8	9	14	15	+75.0	+66.7
TOTAL RURAL	840	1,049	877	1,045	+ 4.4	- 0.4
GRAND TOTAL	1,139	1,383	1,222	1,421	+ 7.3	+ 2.7

### ALL ACCIDENTS, BY TYPE OF COLLISION

TYPE OF COLLISION	196	2	196	%	
	No.	%	No.	%	CHANGE
Collision with					
1. Other motor vehicle	65,499	69.5	74,660	71.2	+14.0
2. Non-collision	10,011	10.6	9,934	9.5	- 0.8
3. Fixed object	9,416	10.0	10,298	9.8	+ 9.4
4. Pedestrian	5,654	6.0	5,921	5.6	+ 4.7
5. Bicycle	1,246	1.3	1,335	1.3	+ 7.1
6. Motorcycle	388	0.4	483	0.5	+24.5
7. Railroad train	400	0.4	428	0.4	+ 7.0
8. Street car	350	0.4	444	0.4	+26.9
9. Other vehicle	361	0.4	392	0.4	+ 8.6
Horse drawn vehicle	20 \ 739 }	0.8	13 \ 866 }	0.8	+15.8
2. Miscellaneous	147	0.2	145	0.1	
TOTAL	94,231	100.0	104,919	100.0	+11.3

### FATAL ACCIDENTS, BY TYPE OF COLLISION

TYPE OF COLLISION	19	62	19	%	
	No.	%	No.	%	CHANGE
follision with:					
1. Other motor vehicle	409	35.9	457	37.4	+11.7
2. Non-collision	204	17.9	177	14.5	-13.2
3. Fixed object	123	10.8	128	10.5	+ 4.1
4. Pedestrian	301	26.4	338	27.7	+12.3
5. Bicycle	36	3.2	43	3.5	+19.4
6. Motorcycle	6	0.5	10	0.8	****
7. Railroad train	48	4.2	53	4.3	+10.4
8. Street Car	1	0.1	2	0.2	_
9. Other Vehicle	10	0.9	10	0.8	
0. Horse drawn vehicle	_	-	-	_	
1. Animal	1	0.1	4	0.3	
2. Miscellaneous	-		_	-	
TOTAL	1,139	100.0	1,222	100.0	+ 7.3

### DRIVERS IN FATAL ACCIDENTS, BY AGE GROUPS

AGE GROUP*	19	1962 1963		1962		963	%	% OF DRIVERS
7,02 0,100	No.	%	No.	%	CHANGE	LICENSED		
Under 16 years	4	0.2	6	0.4	_			
16-19 "	166	10.4	179	10.1	+ 7.8	7.3		
20-24 "	276	17.3	335	18.8	+21.4	11.5		
25-34 "	427	26.8	462	26.0	+ 8.1	24.9		
35-44 "	303	19.0	351	19.7	+15.8	24.3		
45-54 "	211	13.2	214	12.0	+ 1.4	17.3		
55-64 "	141	8.8	131	7.4	- 7.1	9.8		
65 and over	66	4.1	95	5.3	+43.9	4.9		
Not stated	2	0.1	5	0.3	-	_		
TOTAL	1,596	100.0	1,778	100.0	+11.4	100.0		

<sup>\*</sup>Not all age groups cover the same number of years.

### ALL ACCIDENTS, BY PLACE OF OCCURRENCE

		19	962	19	963	%
		No.	%	No.	%	CHANGE
URI	BAN					
(1)	Metropolitan Roads					
	and Streets	23,217	24.6	25,982	24.8	+11.9
(2)	Urban Areas (10,000 Population and over)	32.448	34.4	37,386	35.6	+15.2
(3)	Other Urban (1,000 to	32,440	34.4	37,360	35.0	710.2
(3)	9,999 population)	5,102	5.4	5,616	5.3	+10.1
	_					
	URBAN TOTAL	60,767	64.4	68,984	65.7	+13.5
RUI	RAL					
(1)	King's Highways	19,223	20.4	20,737	19.8	+ 7.9
(2)	Secondary Roads	987	1.1	946	0.9	- 4.2
(3)	County Roads	6,027	6.4	6,424	6.1	+ 6.6
(4)	Organized Township Roads	6,040	6.4	6,432	6.1	+ 6.5
(5)	Unorganized Township Roads	239	0.3	270	0.3	+13.0
(6)	Local and Other Roads	948	1.0	1,126	1.1	+18.8
	RURAL TOTAL	33,464	35.6	35,935	34.3	+ 7.4
	TOTAL: (Urban and Rural)	94,231	100.0	104,919	100.0	+11.3

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# ONTARIO HIGHWAY TRANSPORT BOARD

# ANNUAL REPORT OF THE ONTARIO HIGHWAY TRANSPORT BOARD For Year Ending December 31, 1963

The Ontario Highway Transport Board, pursuant to the provisions of Section 27, of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport.

### Organization of the Board

The Board is constituted as follows:

E. M. WALKER G. J. WATSON

Secretary of the Board . . . . A. H. McLAREN

Former Vice-Chairman, R. H. Yeates, of the Ontario Highway Transport Board retired in May of this year, and R. H. Humphries was appointed as of December, 1963.

### Sittings of the Board

Throughout the current year, the Board has been sitting in two and three divisions to hear applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act, and The Motor Vehicle Transport Act of Canada. The Board conducted public hearings in the following municipalities—Belleville, Bracebridge, Hamilton, Hawkesbury, London, Ottawa, Picton, Port Arthur, Sudbury and Windsor, in addition to Toronto.

### Applications to the Board

Exhibit 'A' to this report provides figures showing the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act of Canada.

Exhibit 'B' is the accounting of the revenue received by the Board, during the calendar year, 1963, the amount received relative to 'Tariffs of Tolls' are the result of Regulations under The Public Commercial Vehicles Act which became effective as of May 1st, 1963.

Exhibit 'C' pertains to the certificates of public necessity and convenience considered by the Board at public hearings and includes reviews of operating licences and certificates during 1963.

Exhibit 'D' gives particulars of the certificates issued after the Board's consideration in Chambers.

Exhibit 'E' gives statistics relative to the carriers who filed their Tariffs of Tolls.

### General

The Board has during the year 1963 continued to conduct night sessions for the hearing of applications where it is to the mutual advantage of all the parties concerned to attend at a night hearing rather than be absent from their occupation during the regular day time sessions.

The use of 'Transferable Plates' for moving trailers owned and registered in the United States of America from and to the international boundary by Ontario based carriers with transferable plates has continued to prove beneficial to the public generally. A total of 18,888 trailers were moved in this manner, showing a continued increase in volume in the past three years.

The licensed carriers operating between Ontario, and Manitoba, Saskatchewan, Alberta, or British Columbia have been through a period of re-assessment. The competitive aspect of the railroads and the carriers one with the other in this area has been severe, particularly as the volume of compensatory freight moving by road east to west is considerably greater than the volume available from the Western Provinces back.

There is an increase in the number of owners of vehicles soliciting and obtaining freight on the basis of trip leases giving one shipper a lease of the vehicle, where it is provied that the shipper pays directly to the driver of the vehicle on the movement from his premises and another shipper leasing the vehicle and paying the driver directly on the movement back. This may be a sophisticated method of avoiding the requirements of The Public Commercial Vehicles Act and the Department and the Board are investigating these operations.

The 'Rate Filing Regulations' which requires certain carriers to file their Tariffs of Tolls effective May 1st, 1963 is working satisfactorily and has not, to the Board's knowledge, caused any dislocation in the distribution of goods in this Province. The Board has met with the representatives of the shipping public and the carriers on occasions during this period in an effort to co-operate with all segments of the public to prevent any undue disruption. The Board will continue this policy in the future.

The Board wishes to thank the Honourable the Minister of Transport and the Staff of his Department for their continued co-operation.

All of which is respectfully submitted this 11th day of February, 1964.

E. J. SHONIKER, B.A. Chairman

G. C. MARRS, B.A. Vice-Chairman

R. H. HUMPHRIES Vice-Chairman

G. W. STODDART, B.A. Member

E. M. WALKER Member

G. J. WATSON Member

### EXHIBIT 'A'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1963

Applications Received by the Board:-

1. The Public Commercial Vehicles Act

CLASS		
A	127	
В	2	
С	79	
D	567	
E	162	
F	1,236	
FS	70	
H	56	
K	30	2,32

2. The Motor Vehicle Transport Act (Canada)

L	5	
Extra-provincial	407	412
e Public Vehicles Act		

3. The

F.V.	113			
P.V. (S.B.)	440	559		
TOTAL APPLICATIONS RECEIVED:		3,300		

### EXHIBIT 'B'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1963

Fees	\$ 75,309.00
Tariff of Tolls	59,588.90
Hearing Costs	13,967.00
Fees for Certificates	840.00
Miscellaneous, Postage, etc	783.40
	\$150,488.30

EXHIBIT 'C'

# THE ONTARIO HIGHWAY TRANSPORT BOARD APPLICATIONS CONSIDERED AT PUBLIC HEARINGS DURING THE YEAR OF 1963

	REVIEWS	14	1	20	17	വ	14	ഥ	4	2	1	81		REVIEWS	25	1	25		REVIEWS	Ŋ	ì	മ
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	TOTAL	132	-	38	258	ß	72	27	26	13	1	572		TOTAL	149	4	153		TOTAL	40	9	46
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	TRANSFERRED	2	1	4	ł	1	ო	1	4-1	2	-	12		TRANSFERRED	ო	1	т		TRANSFERRED	1	ı	
	DISMISSED	7	I	œ	70	2	20	4	7	4	1	122	da)	DISMISSED	29	1	29		DISMISSED	11	7	13
'ehicles Act	GRANTED IN PART	116	-	23	101	1	20	7	o	2	ı	279	port Act (Cana	GRANTED IN PART	26	m	59		GRANTED IN PART	4	1	4
1. The Public Commercial Vehicles Act	GRAI CLASS IN FULL	7	.		00		F 28	FS 16	н	Х	L	TOTALS 154	2. The Motor Vehicle Transport Act (Canada)	GRA IN FULL	Se	Passenger 1	TOTALS 57	3. The Public Vehicles Act	GRA CLASS IN FULL			TOTALS 29

EXHIBIT 'D'

# APPLICATIONS CONSIDERED IN CHAMBERS BY THE BOARD DURING 1963 THE ONTARIO HIGHWAY TRANSPORT BOARD

1. The Public Commercial Vehicles Act

TOTAL	20	-	33	197	508	1,089	27	29	13	9	1,953		TOTAL	177	7	184		TOTAL	55	481	536
IIM REFUSED	ဇာ	1	1	37	10	34	1	-	ı	i	82		IM REFUSED	23	1	23		IM REFUSED	2	1	2
GRANTED	S.	1	2	45	21	109	m	-	က	ı	189		GRANTED	40	ŀ	40		INTERIM GRANTED	19	7	26
EXTENSION	and the second	ì	ı	i	1	ı	ı	ı	1	I			EXTENSION	1	1	l		EXTENSION	1	1	
TRANSFERRED	11	-	25	39	22	105	12	6	co.	-	229		TRANSFERRED	35	-	36		TRANSFERRED	14	12	26
DISMISSED	1	1	-	00	4	83	1	<b>-</b>	1	1	86	(Canada)	DISMISSED	œ	1	ω		DISMISSED	2	11	13
GRANTED	30	:		68	451	758	12	17	: 2	6	1,352	Transport Act	GRANTED		9	77	s Act	GRANTED	18	451	469
CLASS	Α	B	C	D	E	£	FS	: : : : :	К	L	TOTALS	2. The Motor Vehicle Transport Act (Canada)	CLASS	Merchandise	Passenger	TOTALS	3. The Public Vehicles Act	CLASS	P.V.	P.V. (S.B.)	TOTALS

# EXHIBIT 'E' TARIFF OF TOLLS FILED BY CARRIERS WITH THE ONTARIO HIGHWAY TRANSPORT BOARD MAY 1st TO DECEMBER 31st, 1963

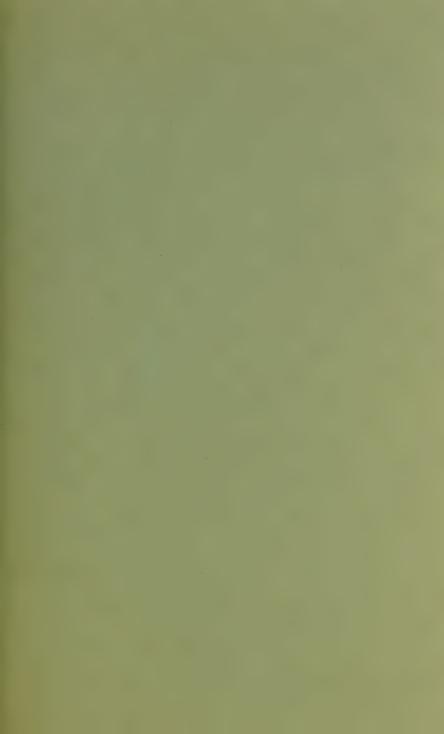
### The Public Commercial Vehicles Act:

CLASS:	CARRIERS
A	151
В	3
С	261
D	385
Н	213
K	53

The Motor Vehicle Transport Act (Canada):

Extra-Provincial 540









# TORALS REPORT OF THE

DIVIDARIO DEPARTMENT OF TRANSPORT







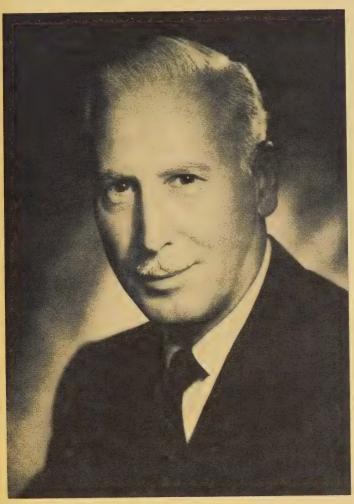


# 1964-5 REPORT OF THE MINISTER

ONTARIO DEPARTMENT OF TRANSPORT

PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY OF ONTARIO SESSIONAL PAPER NO. 54

BY FRANK FOGG, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY, TORONTO



The Honourable Irwin Haskett, Minister



His Honour, The Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned begs respectfully to present to your Honour the Annual Report of the Department of Transport for the fiscal year ending March 31, 1965.

Irwin Haskett,

### REPORT OF THE DEPUTY MINISTER

TO: THE HONOURABLE IRWIN HASKETT,

Minister of Transport

Sir:

I have the honour to present the report of the activities of the Department of Transport for the fiscal year ending March 31st, 1965. This document includes the report of the Registrar of Motor Vehicles as required under Section 146(e) of The Highway Traffic Act.

All branches of the department were required to meet a marked work load increase resulting from the public demand for service. In our opinion this increased demand for service is brought about by two factors. The first is the increase in field staff bringing the department operations closer to the people of the Province and the second is the extensive publicity given to the new driver licensing procedures.

Vehicle registration and related sources produced revenues of \$88.8 million. This is an increase of \$6.1 million over the previous fiscal year. From the following table it will be noted that the greatest increase is in commercial vehicles, this increase is due, in part, to quarter-year registration.

	MARCH 31 1965 \$	PERCENTAGE OF TOTAL	MARCH 31 1964 - \$	PERCENTAGE OF TOTAL
Passenger Vehicles	39,867,000.	44.9	37,771,000.	45.7
Commercial Vehicles	35,003,000.	39.4	29,318,000.	35.5
Dual Purpose Vehicles	3,241,000.	3.7	2,986,000.	3.6
Public Commercial Vehicle				
and Public Vehicle Fees	4,073,000.	4.6	3,594,000.	4.3
Drivers	2,256,000.	2.5	5,192,000.*	6.3
Other	4,371,000.	4.9	3,813,000.	4.6
	\$88,811,000.	100.0%	\$82,674,000.	100.0%

<sup>\*</sup> Increase due to introduction of three-year licences.

The processing of the increased volumes of vehicle registrations, driver licences and driver examinations, with their related functions necessitated an increase in complement of staff from 1,025 to 1,080. The Personnel Branch is to be commended for the excellent recruitment programme they have carried out over the past seven years and in addition they have provided valuable assistance in the training of staff for our data processing programmes.

The data processing programme of converting driver records to tape for electronic data processing is proceeding on schedule. It is anticipated this programme will be completed in 1967, permitting a much broader use of the information available in driver records.

The Planning and Procedures Branch has been in existence for two years now and its contribution to the Department in the complex conversion of driver licence records to a computer operation and in the writing of procedure manuals for the Department has justified its creation.

Several amendments to The Highway Traffic Act were proposed and enacted by the Legislature. The three most significant amendments were:

- The transfer of the general authority to suspend driver licences and motor vehicle permits under section 25 of the Highway Traffic Act from the Minister to the Registrar of Motor Vehicles.
- The provision for appeal from the Registrar's decision under section 25 of the Act to a Licence Suspension Appeal Board and to a Judge of the County Court.
- The provision for the mandatory use of lights on a vehicle not only during the hours of darkness but at any other time when visibility is reduced due to atmospheric conditions.

The Research Branch has provided valuable assistance during the past year. In addition to their normal duties, the staff have been actively engaged in the Metropolitan Toronto and Region Transportation Study.

The body of this report and statistical tables provide a detailed view of the operations of the Department. The following brief summary accentuates some of the highlights that are of particular interest.

Vehicle registrations in 1964 were 2,543,196—an increase of 115,745 (4.8%).

Drivers licensed increased by 139,008 to a total of 2,694,023.

Driver examinations conducted totalled 292,674, an increase of 22,196 over last year. Examinations are now conducted at 50 centres and 102 travel points.

There was a marked increase in the number of quarterly commercial registrations, 240,000 as compared to 150,000 in 1963.

The Department's portable vehicle safety inspection lanes conducted over 90,000 38-point checks on passenger vehicles in 88 communities across the Province. Our permanent lanes located at Downsview conducted a further 32,000 tests.

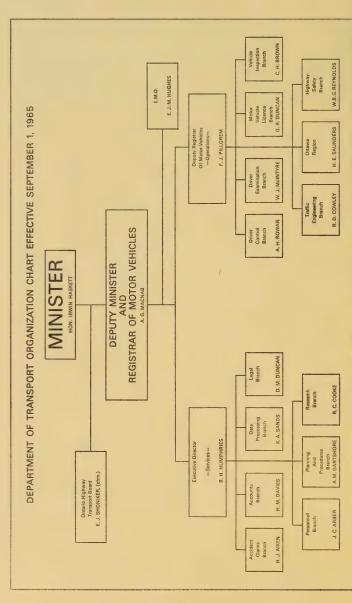
High School Driver Instruction is now provided in 105 schools in Ontario; it is anticipated this number will reach 150 in 1965.

Respectfully submitted,

A. G. MacNab,

Deputy Minister and Registrar of Motor Vehicles

# DEPARTMENT REPORT



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### VEHICLE REGISTRATION

The statistics reported on pages 23 to 27 of this report tell a story of continued growth in the use of highways which reflects the overall economy of this Province. The number of motor vehicles and trailers registered in 1964 increased by 4.8 per cent over 1963 making a total in excess of 2.5 million. The following summary shows this growth applies to all phases of road transportation.

VEHICLE CATEGORY	1954	1964	INCREASE	PERCENTAGE INCREASE
	(T	housands of \	/ehicles)	
Passenger	1,188	1,878	690	58%
Commercial (Including buses)	272	342	70	26%
Dual Purpose (Station Wagons)	18	151	133	739%
Motorcycles,	12	10	2 (decrease)	<del></del> 17%
Trailers	87	162	75	86%
TOTALS	1,577	2,543	966	61%

One item of particular interest in the above summary is the reduction in motorcycles of about two thousand from 1954 to 1964. The smallest number of motorcycles registered since the war years was in 1962 and 1963 when about seven thousand were registered. This number increased in 1964 to ten thousand, and the trend for 1965 indicates an increase in excess of 100 per cent.

The variety of purposes for which passenger type vehicles are now used is reflected by the increase of 133 thousand or 739 per cent in dual purpose vehicles. The following table dealing with the categories of passenger vehicles indicates a trend to the compact car and a preference for the eight cylinder motor by purchasers of regular size automobiles.

PASSENGER VEHICLE CATEGORY	1954	1964	INCREASE	PERCENTAGE INCREASE
	(T	housands of V	ehicles)	
4 cylinders or less	94	245	151	161%
6 cylinders	706	936	230	33%
8 cylinders or more	388	697	309	80%
TOTALS	1,188	1,878	690	58%

During 1964, quarterly registration of commercial motor vehicles and trailers continued to increase in popularity, thereby proving the worth of this type of registration for the seasonal commercial operator. More than

240,000 such registrations were issued as compared to 150,000 in 1963.

The issue of five day trip permits for private commercial vehicle operators entering Ontario from the United States of America inaugurated in 1963 increased from 1.089 in 1963 to 2.550 in 1964.

### DRIVER EXAMINATION

In examining an applicant for a driver licence two types of tests are conducted. The first, which on successful completion results in the issuance of an instruction permit authorizing the holder to drive while accompanied by a licensed driver, consists of tests in sign recognition, vision and rules of the road.

The second provides an opportunity to the applicant to demonstrate his skill in the actual operation of the vehicle. These tests are conducted by trained departmental examiners under actual driving conditions. Successful applicants qualify for driver licences.

For a number of years prior to 1963 the number of driver road tests administered by the Department remained in the range of 230,000 tests per year. Since 1963, there has been an annual increase in tests at an average rate of 12% per year. The major source of this increase is in original applications for licence. The monthly distribution of the 292,647 tests administered in 1964 are shown in the table on page 31. July is, on average, the peak month.

In 1964, 86.9% of the applicants passed the pre-examination test at first attempt; and 71%, the driver road test. Similar percentages are seen from year to year. The table on page 30 shows the reasons for failure on first attempt of the instruction permit test. The common reasons for failure in the case of behind-the-wheel tests are: poor left turns, improper lane observations and insufficient awareness of the surrounding traffic situations.

The number of drivers required to undergo re-examination of driving ability increased during the year and accounted for part of the increase in the first attempt total.

During the year 376 persons made application for commercial driving instructors' licences as compared to 357 in 1963 and 321 in 1962. Of this number 54.3% failed to pass required tests at first attempt and 112 of these applicants were unsuccessful in subsequent attempts. New and renewed licences brought to 997 the number of licensed commercial driving instructors across the province at the end of the year.

Tests for school bus drivers showed an increase of more than 57 per cent as 3,814 persons made application for the necessary authority to drive school buses. This increase brought to more than 12,000 the total number of licensed school bus drivers.



High School driver training class in progress.

### DRIVER LICENSING

Driver licence renewals in 1964 were processed by machine procedures (punch cards) and started the new programme of renewals by birthdate on a three-year basis. As previously reported, all 1964 driver licences were renewed for monthly periods ranging from one to three years. In January, 1965, the first new type licences expired and these licences were renewed for periods of two or three years, depending on birthdate. During the year 1965 a monthly group of about 160,000 were required to be renewed and effective January, 1966, all renewals will be for a three-year period. The complete conversion to three-year licences will, therefore, be effective as of December 31, 1965.

This conversion provided many problems for the public and the department staff. However, the added advantages of a permanent driver identification number and a staggered three-year licence period far outweigh the original difficulties in setting up the programme.

Plans are presently underway to install a computer to process driver licence records and renewals thereby further increasing the efficiency and value of this new system.

### DRIVER RECORDS

The Registrar of Motor Vehicles is required, under the provisions of the Highway Traffic Act, Section 146, to maintain an operating record of every driver showing reported convictions relating to the operation of motor vehicles, all reported unsatisfied judgments resulting from injury or damage caused by the operation of a motor vehicle, and all reported accidents in which drivers are involved.

The number of these individual records has increased from year to year as more vehicles and more drivers are licensed. It is estimated that approximately 1,500,000 of the approximately 2,700,000 licensed drivers now have operating records in the Department's files.

The maintenance of up-to-date driving records in 1964 involved the filing of 657,000 convictions—an increase of 20% over the previous year—over 4,000 judgments, and entering records on 180,413 drivers involved in motor vehicle accidents.

The new driver licence number has been of great assistance in enabling correct identification of drivers, needed to provide information for driver improvement action and to provide individual operating records for the police, courts, insurance companies and other agencies. During 1964, more than 377,000 requests for statements of operating records were processed. This represented an increase of over 100% in the number of requests for such records. This increase is primarily due to the growing interest that insurance companies show in the driving records of their insured drivers.



Driver licence applicant undergoing vision test.

### DRIVER IMPROVEMENT

March 31, 1965, marked the end of the sixth year in which the Demerit Point System Regulations were in effect. Under these regulations, driver improvement activities of the Department continued to enable us to contact drivers with repeated traffic violations. During the year, 44,017 warning letters were mailed out to advise drivers that they had accumulated 6 to 8 demerit points. In addition, 11,150 drivers with 9 to 14 points were interviewed.

Review Officers were stationed in Toronto, Ottawa, London and Hamilton. Besides conducting interviews in these centres, they travelled to a great number of points in our efforts to provide service to the drivers concerned. While there were 18 established travelling points used for interviews, it was not uncommon for arrangements to be made at other locations to prevent any undue inconvenience.

The continuing review of operating records enabled the Department to identify many other motor vehicle operators who might constitute a hazard on the highways. Drivers with a record of repeated accidents were isolated for re-examination of their ability to drive. Through reports from a variety of sources, persons suffering from medical conditions which might affect the safe operation of motor vehicles were placed before the Medical Advisory Committee for their advice.

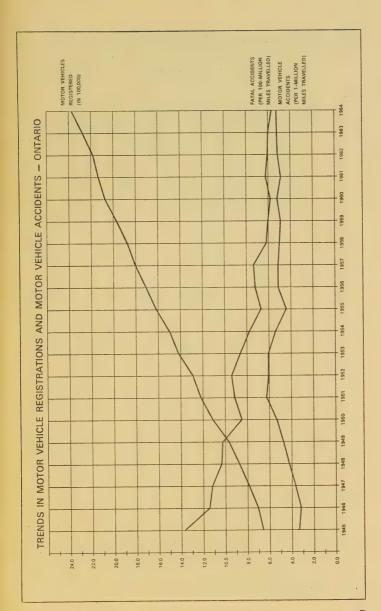
### MOTOR VEHICLE ACCIDENT RECORDS

The Department maintains a central provincial bureau for the collection and analysis of information relating to motor vehicle traffic accidents. The source of information is the reports of accidents involving personal injury or property damage in excess of \$100 as submitted by the provincial and municipal police. In addition to the tabulation and analysis of the information through the use of electronic data processing equipment, the reports themselves are filed to isolate dangerous highway conditions, and to identify and deal with drivers who are involved in repeated accidents.

In addition to their uses in traffic engineering and driver improvement, the statistics serve a primary purpose in safety education, in giving direction to law enforcement efforts, and in the development of preventive legislation and action.

In 1964 there were 111,232 accidents reported, involving the loss of 1,424 lives, non-fatal injury to 54,560 persons, and a property damage loss of \$55,452,730.

More detailed information on the accident record for 1964 is provided in the pages following and in the Department publication, ACCIDENT FACTS, 1964.



### MOTOR VEHICLE ACCIDENT CLAIMS FUND

There were no major legislative or policy changes relating to the operation of the Motor Vehicle Accident Claims Fund during the year. Staff training and the improvement of procedures continued, with a view to making possible still earlier settlement of claims.

Payment out of the Fund was \$3,339,569. This payment resulted from 2,142 accidents. The figure was down from \$4,009,065 in the corresponding period of the previous year. The decrease was largely due to a decrease in the number of applications made by way of judgments.

The number of claim cases, those not requiring court action, showed a small increase this year. These claims were usually for small amounts and payment was often made in a matter of a few weeks.

An uninsured motorist, on whose behalf the Fund makes a payment, can have his driving privileges restored as soon as he files proof of financial responsibility and makes the first approved instalment payment. 1,238 drivers had their driving privileges reinstated this year, an increase of 20% over the previous year. Care has been taken to make clear that the payment of the uninsured motor vehicle fee does not provide automobile liability insurance.

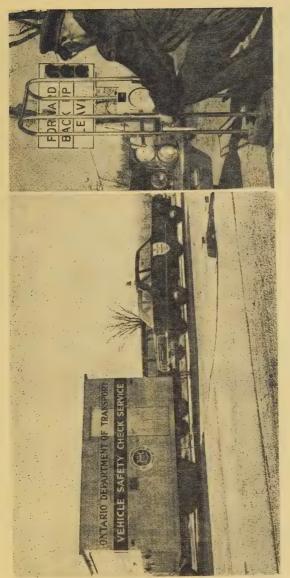
The balance of the Fund at the end of the fiscal year increased from \$11,902,689 to \$13,243,879. In the last fiscal period there was an unusually large sum received as the result of the sale of three-year driver licences. Because of the inauguration of the three-year licence cycle, figures relating to receipts are not comparable from year to year and will not be until 1967 when every driver has a three-year licence.

The recovery of money paid out is a very important part of the Fund's activities. Three full-time repayment inspectors travel throughout the Province making contact with those indebted to the Fund. The amount recovered has increased each year. Presently more than 1,000 payments are received monthly.

Lectures and discussions on the functions and operations of the Fund were given to business, legal and safety conferences, insurance agents associations, adjusters' associations, and service clubs.

### VEHICLE SAFETY INSPECTION

During 1964 the Department provided three additional vehicle safety check lanes bringing the total to eight lanes available to municipalities across the Province. With the co-operation of municipal councils, police, safety councils and service clubs, these units provided a vehicle safety check service in eighty-eight communities. In addition, the Department operated two permanent lanes at Downsview.



One of the eight mobile vehicle safety check units in operation.

A total of 122,394 were given the complete 38-point mechanical inspection, 31,913 at the permanent lanes at Downsview, and 90,481 on the mobile units.

Inspections are made either voluntarily at the request of owners or under police direction according to Section 47 of the Highway Traffic Act. Local police make every effort to bring suspected unsafe vehicles to the check lanes when they are available. This phase of our operation has worked to advantage and it is our intention to expand this compulsory type of vehicle inspection in the year to come.

In addition to local police activities in this field, the Ontario Provincial Police report that over 600,000 spot checks were conducted in 1964.

### **ENFORCEMENT ACTIVITIES**

The Department exercises control of the weights and sizes of commercial vehicles and checks for proper operating authority under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada).

Through the year under review, 1,306,818 commercial vehicle inspections were made. A total of 8,395 charges were laid under the various statutes. Of these, 5,189 resulted in convictions for gross weight overloading. A significant proportion of convictions for overloading are registered through use of the portable weigh scale units.

School vehicles and buses in the Province are examined at least twice annually for mechanical fitness. The examinations are made throughout the year and are in addition to the certificates of mechanical fitness which are also required to be filed twice annually. The examination includes the inspection of safety equipment such as mirrors, heater and defroster, windshield wipers, emergency exits and push out windows, fire extinguishers, axe or claw bar, alternating lamps, and various signs which are required under the regulations. During the year, 7,850 inspections were made.

#### **HIGHWAY SAFETY**

During the period under review, the Department continued its promotional activities in the area of highway safety. The result was a distinct and encouraging increase in public awareness of the need for local efforts in this field. This is reflected in the attention being given to traffic accidents through all news media, in the greater-than-ever interest being shown toward secondary school driver education by school boards, and in more wide-spread and active enthusiasm on the part of local leaders for preventive action in this important area.

Much of the Department's energies centred around safety promotion directed toward children of all ages. This programme ranged from simple,



Safety literature distribution counter, Road Safety Workshop, Niagara Falls.

visual aids for the instruction of kindergarten and nursery school children to driving instruction courses in secondary schools. Local school boards have been extremely co-operative in aiding the Department in setting up courses and programmes at all levels of education.

By the end of March, 1965, driver instruction, as an extra-curricular activity, was being offered in 105 Ontario secondary schools, an increase from 24 in four years. With the number of schools co-operating in parentheses, the following counties and districts now offer secondary school driver education:

Algoma (1)	Haldimand (1)	Muskoka (1)	Renfrew (3)
Brant (3)	Halton (3)	Nipissing (2)	Russell (1)
Bruce (1)	Hastings (1)	Northumberland (1)	Simcoe (1)
Carleton (2)	Huron (3)	Ontario (4)	Stormont (2)
Cochrane (2)	Kenora (2)	Oxford (4)	Sudbury (1)
Dundas (3)	Kent (4)	Parry Sound (1)	Temiskaming (1)
Essex (12)	Lambton (2)	Peel (1)	Thunder Bay (6)
Glengary (1)	Lanark (1)	Perth (3)	Waterloo (7)
Grenville (2)	Leeds (2)	Peterborough (5)	Wellington (1)
Grey (5)	Middlesex (4)	Prescott (2)	York (2)

In addition, a further 76 schools, as a result of our efforts in co-operation with the Department of Education, were showing interest in driver education.

One of the most obvious and gratifying manifestations of public awareness in the field of highway safety was the Road Safety Workshop held in Niagara Falls. The interest was shown not only in the quality of the participants but also in their numbers. The registered delegates numbered 672—with the exception of a previous Workshop held in Toronto, this was the highest recorded registration for such a meeting of the public and this Department. Representatives of municipalities, business and industry, enforcement agencies, school systems, women's organizations, service clubs, churches and other community groups took part in discussing safety problems and in offering possible solutions.

It is not known exactly how many local Safety Councils exist in Ontario as they are frequently formed locally with the aid of a Council already in operation. However, the Department was instrumental in setting up seven Safety Councils during the year and in generating considerable interest in their future establishment in six other communities. Of course, existing Councils were visited and assisted in their activities.

Talks and films were presented in large number to service clubs, Home and School organizations, Parent-Teacher associations, school boards and many other groups. Contact of a non-personal nature was made with the public through over 50 radio and television appearances. Mass public contact was also made through the Department's mobile traffic safety display trailer. It was visited by many thousands of persons at 16 fairs and agricultural shows. In addition, static safety displays attracted considerable attention at 25 other exhibitions, fairs and similar public gatherings.



One of the panels in action at the Niagara Falls Workshop.

While these methods of spreading the safety message are, perhaps, more dramatic, the power of the picture and the printed word is not forgotten. While a more complete list of departmental publications may be found on page 16, the lists below give some indication of literature distributed, mainly through schools, for the safety education of younger people.

Teacher's Safety Education Guide Pointers for Parents School Safety Patrols Practice Driving Guide Books Teacher's Guide to Driver Instruction

For the young bicyclist, the Department widely distributed such pieces as:

Ten Commandments
Instruction Book
Skill Test and Examination Forms
How to be an Expert Cyclist

In addition, a variety of safety kits, posters and visual aids for school and the home were distributed.

### TRAFFIC ENGINEERING

In addition to providing a service of technical assistance in traffic operations to municipalities which do not require full-time traffic engineers, the Department also effects a uniformity of local traffic regulation throughout the Province through its scrutiny of municipal by-laws which are submitted to the Department for approval. A total of 1,808 such by-laws were approved in 1964, 623 of these related to signals, signs and other traffic control devices, and 1,185 to by-laws regulating traffic.

Traffic studies were made and reports completed for 53 municipalities; 56 requests were received and 16 projects are in progress.

Permanent vehicle counting stations have been installed in a number of urban municipalities. These will enable the patterns and characteristics of traffic in the municipality to be collected for traffic operational and planning evaluations.

# METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

The Metropolitan Toronto and Region Transportation Study was created by the Government of Ontario in December of 1962 to undertake a comprehensive transportation study of Metropolitan Toronto and its surrounding municipalities. The study area extends to Hamilton and Guelph on the west, Barrie on the north, and Oshawa to the east—covering a total land

area of approximately 3,200 square miles, and containing 85 municipalities. Recommendations to the Government on regional transportation policy, and fiscal and administrative policy will be contained in a final report to be presented early in 1967.

Rather than assemble a large field staff to carry out the multitude of projects, as generally followed in similar major projects in the United States, it was the decision of Study authorities to acquire a compact directional staff and make extensive use of specialty consultants, and other government departments and agencies.

During the 1964-65 fiscal year, an impressive number of important projects were carried out by a combination of government agencies and consultant firms working under the direction of the Study staff.

One of these, a study of short and long-term regional development prospects conducted by a consultant, will form part of a general regional development report that is being prepared by the Community Planning Branch of the Department of Municipal Affairs. The consultant's study evaluated the economic potential and future development prospects with projections for the years 1980 and 2000.

A region-wide collection of information on the travel habits of the 2,800,-000 population was completed by sampling techniques, and data processed for use in the Transportation Study's traffic prediction model that will be developed in 1965-66.

This household study included a census of dwelling units, population and car ownership; categorization of employment; and income levels; and tabulation of origin and destination of travel by modes and purposes.

Another important development that will greatly assist future transportation planning and planners was the design of a Transportation Data Bank—a computer library that will contain statistics from the many fields that influence transportation. All data being collected in the Transportation Study will be stored in the Bank as basic information for future use of government departments and agencies involved in planning. The Bank has been designed to permit rapid filing of data, the convenient updating of it, and the ready use of such information.

The importance of commuter railways in the regional transportation network will be explored through an experimental rail commuter project. The Study recommended a service to be operated by the Canadian National Railway between Burlington and Dunbarton under the authority of the Province after receiving consultant's reports on feasibility and public acceptance investigations along the 52 mile lakeshore corridor. The service has been designed to handle 6,000 passengers an hour and it is expected that it will attract some 15,000 riders daily in its initial operation. The service will receive intensive study over a two to three year period to determine its role in an integrated transportation plan for the region.

## PUBLICATIONS PRODUCED AND DISTRIBUTED BY THE DEPARTMENT

### Legislation:

Highway Traffic Act
Motor Vehicle Accident Claims Act
Public Vehicles Act
Public Commercial Vehicles Act
Ontario Highway Transport Board Act

### Safe Driving Material:

The Driver's Handbook
Traffic Signs, Markings and Signals
Could You Pass Ontario's Driver Tests?
Ontario Demerit Point System
The Motor Vehicle Accident Claims Fund and Its Operation
Warning to the Uninsured Motorist
Farm Implements on Ontario's Highways
Manual for School Bus Operations
Freeway Safety
Winter Driving Tips
Trailerwise (tips for drawing trailers by private vehicle)

### Elementary School Child Safety:

Teacher's Manual (Kindergarten)
Teacher's Safety Guide
School Safety Patrols
Save Lives with School Safety Patrols
What Every Parent Should Know About Elmer
Elmer's Safety Song
How to be an Expert Cyclist
Instruction Book (cycling)
Traffic Knowledge Test (cycling)

### Secondary School Driver Education:

The Case for Driver Instruction in Secondary Schools Sportsmanlike Driving (Canadian edition. Distributed only) Teacher's Manual Practice Driving Guide Book Project Work Book Traffic and Driving Knowledge Test

### Senior Citizens:

Driving Tips for Senior Citizens
The Lost Art of Walking

# STATISTICAL TABLES

NET CASH RECEIPTS\* FOR THE 10 FISCAL YEARS ENDING MARCH 31, 1956—1965

	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965
	45	45	⟨ı⟩	<i>o</i>	45	45	45	45	40-	40-
Passenger.	17,348,216	19,909,408	21,705,348	23,288,131	27,295,459	28,328,868	28.800.002	30,289,050	37,697,049	39,757,917
Dual purpose	453.202	663,558	959,322	1,260,953	1,728,530	2,135,148	2,392,225	2,662,402	2,986,340	3,240,906
Trailer.	2,443,725	3,582,478	3,429,499	4,194,677	5,034,360	5,236,355	5,774,804	5,252,863	5,970,350	6,841,965
Motorcycle	24,851	31,123	32,256	44,212	53,860	91.873	71,482	67,035	73,940	108,673
Dealers—Automobile	12,461	40	51	80,260	159	315	83,732	240	255	593
Operators, chauffeurs	1			4		6	4	0	4	4 4 1 1
and instruction	1,988,188	2,120,072	2,399,101	2,432,019	2,644,614	2,596,303	2,649,073	2,835,248	5,192,151	2,255,849
Garages	99.927	106,935	106.808	114,068	273.474	321,106	358,239	384,586	341,100	366,006
Driving instructors					18,133	16,987	13,141	13,583	16,608	18,342
Total	38,028,567	44,820,211	47,591,138	51,570,126	60,096,023	61,838,626	63,877,924	62,559,616	75,743,610	80,876,930
44										
Transfers	415,696	453,160	891,241	818,671	886,146	888,587	822,141	832,008	931,514	997,267
Public vehicles	424,928	427,202	432,268	425,305	436,459	2 0 7 2 6 1 5	426,458	2 447,485	453,350	357,451
Duplicate permits and	1,400,004,1	017,458,1	2,133,430	7,030,701	2,370,107	2,3/3,013	100,112,0	766,064,0	0000040.00	0000000
licences	32,503	43,644	68,236	66,946	72.807	72,142	69,756	71,521	68,110	80,162
Searches and certificates	19,052	22,610	45,332	58,276	70,578	80,204	106,085	147,202	186,117	372,783
Lists	20,915	16,432	15,498	20,091	25,511	22,763	23,268	22,102	30,818	33,890
Miscellaneous	2,259	29,900	03,189	2,755	16,565	3,367	10,875	3,477	22,784	5.644
Total	2,455,195	2,976,180	3,709,259	3,891,941	4,610,210	4,621,299	5,225,946	5,703,916	5,618,606	6,395,808
Fines Breaches of Acts†	822,410	1,304,715	1,262,092	1,348,865	1,230,325	1,182,114	1,112,236	1,280,057	1,149,562	1,412,458
GRAND TOTAL	41,306,172	49,101,106	52,562,489	56,810,932	65,936,558	67,642,039	70,216,106	69,543,589	82,511,778	88,685,196

+ Highway Traffic Act, Public Commercial Vehicles Act, Public Vehicles Act, Motor Vehicle Accident Claims Act and Motor Vehicle Transport Act (Canada). \* Exclusive of the Unsatisfied Judgment Fund, Motor Vehicle Acadent Claims Fund and the Ontano Highway Transport Board.

# Including buses.

### STATEMENT OF REVENUE FOR THE FISCAL YEARS ENDING MARCH 31, 1965 AND 1964

Year Ending March 31 1965 1964

### Motor Vehicle Administration

### Permits and Licences:

Passenger	\$39,757,916.55	\$37,697,048.75
Trucks and Tractors	27,143,214.80	22,540,217.90
Buses	1,018,108.75	807,317.15
Dual Purpose	3,240,906.15	2,986,339.50
Trailers	6,841,964.55	5,970,349.55
Motorcycles	108,673.20	73,940.30
Dealers	104,816.50	95,890.00
Operators and Chauffeurs	1,595,908.96	4,555,625.89
Instruction	659,939.80	636,525.15
In Transits	21,130.90	22,647.30
Garages	366,006.50	341,100.50
Driving Instructors	18,342.00	16,608.00
Fees:		
Transfers	997,267.40	931,514.40
Public Vehicles	357,451.06	453,350.29
Public Commercial Vehicles	3,715,597.72	3,140,559.50
Duplicate Permits and Licences,	80,162.50	68,110.00
Searches, Certificates and Abstracts	372,783.45	186,116.66
Lists	33,889.73	30,818.02
Examinations	833,013.00	785,353.00
Miscellaneous	5,644.43	22,784.42
Fines	1,412,457.84	1,149,562.00
Ontario Highway Transport Board		
Fees	126,142,28	161,910.83
Net Ordinary Revenue	\$88,811,338.07	\$82,673,689.11

### STATEMENT OF EXPENDITURE FOR THE FISCAL YEARS ENDING MARCH 31, 1965 AND 1964

	Ye	ar Ending March	31	
	1965		1964	
	\$		Ś	
Main Office				
Salaries	420,742.31		411,635.94	
Travelling Expenses	11,408.03		10,565.56	
Maintenance	24,439.74		21,939.42	
Unemployment Insurance	5,427.33		5,515.48	
Fees and Expenses—Special Studies and Research	397,082.05		81,887.24	
Minister's Salary	12,000.00		12,000.00	
		\$ 871,099.46		\$ 543,543.64
Ontario Highway Transport Board				
Salaries	156,461.79		134,991.11	
Travelling Expenses	3,160.90		1,935.85	
Maintenance,	9,276.53		12,474.56	
		168,899.22		149,401.52
Highway Safety Branch				
Salaries	88,619.04		85,830.69	
Travelling Expenses	13,597.02		14,285.69	
Maintenance	21,963.85		17,602.66	
Highway Safety Publicity	324,252.94		324,767.90	
Grants—Ontario Safety League	15,000,00		15,000.00	
Ontario Traffic Conference	5,000.00		5,000.00	
Canadian Highway Safety				
Council	10,000.00	470 402 05	10,000.00	470 400 04
		478,432.85		472,486.94
Motor Vehicle Administration				
Salaries	3,808,108.74		3,368,690.47	
Travelling Expenses	173,569.57		187,004.35	
Maintenance	1,029,721.91		1,182,041.37	
Advertising	49,836.24		46,947.09	
Registration—Plates and Supplies	603,677.53		596,814.27	
Professional, Legal and				
Witness Fees	24,817.93	5,689,731,92	19,978.06	5,401,475.61
Total Ordinary Expenditure		\$7,208,163.45		\$6,566,907,71
,,		,200,100.40		

## MOTOR VEHICLE ADMINISTRATION EXPENDITURE BY NATURE OF SERVICE

SERVICE	TOTAL
	\$
Salaries	3,808,108.74*
Travelling Expenses	173,569.57*
Maintenance: Branch	783,346.78*
Sub-Total	\$ 4,765,025.09
Maintenance: General Office Supplies and Equipment (all Branches)	246,375.13
Advertising	49,836.24
Registration: Plates & Supplies	603,677.53
Professional: Legal & Witness Fees	24,817.93
Total	\$ 5,689,731.92

<sup>\*</sup> For a breakdown by branch, see table below.

## SALARIES, TRAVELLING EXPENSES AND MAINTENANCE BY BRANCH

BRANCH	SALARIES	TRAVELLING EXPENSES	MAINTENANCE	TOTAL
	Ś	\$	. \$	\$
Driver Examination	1,106,005.10	83,925.83	118,750.67	1,308,681.60
Driver Control	688,473.91	8,239.11	55,295.76	752,008.78
Vehicle Inspection	833,054.42	66,028.07	118,207.33	1,017,289.82
Motor Vehicle Licence	1,072,472.97	12,033.28	487,202.19	1,571,708.44
Traffic Engineering	108,102.34	3,343.28	3,890.83	115,336.45
TOTAL	3,808,108.74	173,569.57	783,346.78	4,765,025.09

### MOTOR VEHICLE ACCIDENT CLAIMS FUND THE MOTOR VEHICLE ACCIDENT CLAIMS ACT FISCAL YEAR ENDING MARCH 31, 1965

Credit Balance on March 31, 1964		\$11,902,689.12
Receipts: Fees on issue or renewal of Chauffeurs' or Operators' Licences	\$1,639,998.48 1,823,610.15 683,647.25 533,503.80	4,680,759.68
Disbursements:		\$16,583,448.80
Judgments paid including costs (Sec. 6, 11 & 14)	2,436,798.90 394,992.14 507,778.00	
		3,339,569.04
Credit Balance on March 31, 1965		\$13,243,879.76

# MOTOR VEHICLE ACCIDENT CLAIMS FUND — STATEMENT OF OPERATIONS JULY 1, 1947 (‡) TO MARCH 31, 1965

		3061	01 (+) /461	JOET 1, 1347 (+) 10 MARCH 31, 1965	1, 1965			
	For 12 Years July 1, 1947 to					800000000000000000000000000000000000000		
	March 31, 1959	1960	1961	1962	1963	1964	1965	Total
RECEIPTS Driver's Fee (\$1.00) Uninsured Motor Vehicle Fee* Interest on Fund Balance (Sec. 2 (?)—	\$ 16.159.148.00 2.002.520.00 955,408.24	\$ 2,409,519.00 1,644,190.00 316,480.72	\$ 2,466,339.00 1,603,375.00 357,235.95	\$ 2,473,754.00 1,506,690.00 366,581.94	\$ 2,537,811.00 1,459,691.10 457,118.19	\$ 4,823,542.61 1,470,647.60 604,441.11	\$ 1,639,998.48 1,823,610.15 683,647.25	\$ 32.510,112.09 11,510,723.85 3,740,913.40
effective 1st July 1962)		1	1		240,675.77	348,127.60	533,503.80	1,122,307.17
TOTAL RECEIPTS	19,117,076.24	4,370,189.72	4,426,949.95	4,347,025.94	4,695,296 06	7,246,758 92	4,680,759.68	48,884,056.51
PAYMENTS Claim Cases** (Sec. 5—cases settled without court action)	1				155,600.98	348,403.86	394,992.14	898,996.98
Judgment has been secured against a known owner and/or operator) Hit and Run Cases (Sec. 11 and 14—	14,437,203.85	2,348,787.38	2,297,838.39	2,808,365.42	3,574,046.09	2,874,541.70	2,163,831.00	30,504,613.83
includes stolen and non-resident vehicles. Judgment recovered against Registrar for personal injury only Administration Costs (Sec. 2 (8)—	1,270,618.76	148,424.36	216,171.49	329,603.12	398,504.21	290,610.55	272,967.90	2,926,900.39
effective 1st July 1962)	1				306,378.47	495,509.08	507,778.00	1,309,665.55
TOTAL PAYMENTS	15,707,822.61	2,497,211.74	2,514,009.88	3,137,968.54	4,434,529.75	4,009,065.19	3,339 569.04	35,640,176.75
BALANCE IN FUND.	3,409,253.63	5,282,231.61	7,195,171.68	8,404,229.08	8,664,995.39	11,902,689.12	13,243,879.76	
CASES PAID Claim Cases** Judgment Cases. Hit and Run Cases.	5,288	851	913	1,059	601	1,230	1,299 765 78	3,130 11,424 745
TOTAL	5,678	882	958	1,116	2,109	2,414	2,142	15,299

\* From 1958 to 1961 inclusive a \$5.00 uninsured motor vehicle fee was collected with the registration of each uninsured vehicle. This fee was raised to \$20.00 in 1962. \*\* Claim Cases: -- Legislation effective 1st July 1962.

Date Fund was established (under former name of Unsatisfied Judgment Fund).

### VEHICLE REGISTRATIONS FROM 1903

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1903	178					178	
1904	535					535	
1905	553					553	
1906	1,176	, .				1,176	
1907	1,530					1,530	
1908	1,754					1,754	
1909	2,452					2,452	
1910	4,230					4,230	
1911-	11,339					11,339	
1912	16,268				1.754	18,022	
1913	23,700				2,900	26,600	
1914	31,724		_		3,633	35,357	
1915	42,346		acto		4,174	46,520	
1916	51,589	2,786	ind t		4,287	58,662	
1917	78,861	4,929	included with truck and tractor		5,180	88,970	
1918	101,599	7,529	th tr		5,002	114,130	
1919	127,860	11,428	Ď.		5,516	144,804	
1920	155,861	16,204	lude		5,496	177,561	
1921	181,978	19,554	Ē		4,989	206,521	327
1922	210,333	24,164			4,799	239,296	463
1923	245,815	28,612			4,325	278,752	591
1924	271,341	31,488			3,941	306,770	778
1925	303,736	34,690			3,748	342,174	1,058
1926	343,992	39,012			3,345	386,349	1,398
1927	386,903	43,442			3,159	433,504	1,962
1928	429,426	54,714			3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232

### VEHICLE REGISTRATIONS (CONT'D)

LICENCE YEAR*	PASSENGER	TRUCK AND TRACTOR	BUS	DUAL PURPOSE	MOTOR- CYCLE	TOTAL MOTOR VEHICLE	TRAILER
1936	514,211	69,924	769	t	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961	1,686,149	316,669	6,213	108,295	8,944	2,126,270	144,180
1962	1,718,413	322,888	6,818	121,706	7,323	2,177,148	154,404
1963	1,790,788	326,556	7,145	136,090	7,741	2,268,320	159,131
1964	1,877,443	334.759	7,598	151,085	10,334	2,381,219	161,977

<sup>\*</sup>Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14% months. However, the number issued after December 31 is relatively very small.

24 13.7 10.7 35.4 17.9 3.5.5 14.9

\* 111 × 1

<sup>†</sup>Included with passenger cars.

<sup>‡</sup>Beginning in 1950, station wagons and similar vehicles included in dual purpose.

### LICENCES AND PERMITS ISSUED, 1960-1964\*

CLASS OF LICENCE OR PERMIT	1960	1961	1962	1963	1964
Drivers' Licences: Operators Chauffeurs	1,473,685 881,882 2,355,567	1,512,054 902,561 2,414,615	1,545,118 921,928 2,467,046	1,602,153 952,862 2,555,015	1,687,302 1,006,721 2,694,023
Other Documents: Instruction permits Transfers. Transfers (dealers) "In Transit" permits Manufacturers' and dealers' permits Motorcycle dealers' permits	424,977 458,008 372,412 17,212 3,065	330,085 451,496 384,958 28,490 2,990	309,261 430,321 387,538 34,489 3,061	313,862 496,794 455,111 23,505 3,226	356,995 545,190 473,984 24,077 3,547
TOTAL	1,275,694	1,198,035	1,164,687	1,292,514	1,403,818

<sup>\*</sup>Excluding motor vehicle and trailer permits

‡Estimated

# PROPORTIONATE INCREASES OF (1) MEDIUM AND HEAVY COMMERCIAL VEHICLES (2) ALL COMMERCIAL VEHICLES, 1945-1964

LICENCE		AND HEAVY ERCIAL*	ALL COM	MERCIAL**
YEAR	NUMBER	INDEX NO. (1950–100)	NUMBER	INDEX NO. (1950–100)
1945	2,081	18	153,238	56
1946	3,139	27	178,331	65
1947	4,787	42	206,644	75
1948	6,381	56	232,014	84
1949	8,199	72	255,119	93
1950	11,424	100	275,319	100
1951	15,082	132	298,766	109
1952	18.594	163	318,528	116
1953	22,761	199	342,596	124
1954	26,094	228	359,080	130
1955	31,945	280	381,771	139
1956	37,877	332	397,801	144
1957	41,780	366	413,718	150
1958	44,651	391	428,234	156
1959	50,533	442	449,015	163
1960	54,218	475	456,704	166
1961	55,865	489	467,062	170
1962	60,662	531	484,110	176
1963	80,428	704	492,832	179
1964	83,796#	734#	504,334#	183#

<sup>\*</sup>Trucks, tractors, trailers and buses with a registered gross weight of more than 10 tons.

#Estimated

<sup>\*\*</sup>All trucks, tractors, trailers and buses

PASSENGER AND COMMERCIAL VEHICLE REGISTRATIONS BY CITIES, 1963 AND 1964

CITIES	PASS	PASSENGER	COMM	COMMERCIAL*	DUAL F	DUAL PURPOSE	TOT	TOTAL
	1963	1964	1963	1964	1963	1964	1963	1964
Barrie	0 404	0.040						
Belleville	10.201	8,842	1,449	1,460	867	964	10,750	11,266
Brantford	10,00	10,034	1,709	1,722	957	1,062	13,057	13,678
Brockville	10,01	18,893	2,895	2,917	1,294	1,437	22.210	23.247
Chatham	60,0	6,981	927	934	592	658	8178	8 573
Citatilani	10,601	11,114	2,139	2,155	759	843	13.499	14113
Continvall	10,224	10,719	1,623	1.635	747	830	20401	10104
Fort William	13,012	13,642	2.420	2 439	1105	1 220	16,034	13,104
Galt	8,887	9.317	1224	1 233	067	000	10,007	17,309
Guelph	13,050	13.682	1 952	1 967	027	0000	10,831	008,11
Hamilton	73 807	77,370	30101	200,04	000	1,028	5,838	1/9'91
Kingston	12,20	10,77	20,00	07,01	2,0,0	5,564	89,005	93,208
Kitchener	000000	10,01	106.7	7,520	1,653	1,835	21,934	22,996
Copper	23,009	24,123	3,203	3,228	2,018	2.240	28.230	29 591
Nisopro Eolio	51,708	54,211	6,646	6,697	4,259	4.728	62 613	65 636
Magaia ralls.	15,795	16,559	2,046	2.062	1.280	1 421	10101	20,00
Notity Day	10,236	10,731	1.615	1 627	1 020	1 1 2 2	10,12	40,042
Osnawa	20,500	21,492	2,613	2 633	1716	200	17077	10,40
Ottawa	89 676	94 016	0 108	0,00	01/1	008,-	67875	26,030
Owen Sound.	6.018	8,309	000	5,270	7/8//	8,740	106,746	112,026
Peterborough.	18.281	000,0	400	1/6	430	478	7,412	7,758
Port Arthur	10,201	17,009	2,468	2,487	1,256	1,395	20,005	20,951
St Catharines	2,040	13,676	2,919	2,941	1,161	1,289	17,125	17,906
Ct Thomas	417'17	186,82	3,890	3,920	1,953	2.168	33.057	34 619
Corpia	098'6	10,337	1,399	1,410	299	630	11826	12 377
Court Cto Mode	0/0/81	18,945	2,049	2,065	1,559	1.732	21 678	22,742
Chafford	17,626	18,480	3,700	3,728	1.810	2010	23.136	24 218
Sugariolia.	6,591	6,910	1,060	1,068	533	200	8 187	0.2,72
and	20,273	21,254	3.316	3 342	1 670	1 054	200000	0,00
Immins	5,487	5,753	1.383	1 394	5,0,0	100,	20,02	702,430
loronto (Greater)	480.333	503 582	79 517	00,100	2000	000	604.7	/6/'/
Waterloo	7.026	7.366	783	00,129	25,430	38,294	594,343	622,005
Welland	11 425	11 000	207	000	2/0	640	8,385	8,795
Windsor (Greater)	47.238	1000°-	200,0	606.1	881	979	13,869	14,532
Woodstock	2007/1	43,024	08/0	5,840	3,024	3,357	56,057	58.721
	/56./	8,332	1,582	1,594	699	621	10,088	10,547
TOTAL	1,096,234	1.149.292	166 724	168 007	13000	20100	00000	
OAL	1,096,234	1,149,292	166,724	168,007	83,864	93,105	1,346,822	822

\*Trucks, tractors and buses,

# 1964 PASSENGER, COMMERCIAL AND DUAL PURPOSE MOTOR VEHICLE REGISTRATIONS BY COUNTY AND DISTRICT

VTIMILOO	PASSENGER	DUAL PURPOSE	COMMERCIAL*	TOTAL
COUNTY	PASSENGER		- COMMENCIAL	
		0.445	6.018	35.908
Algoma	26,745	3,145		30,746
Brant	24,471	1,806	4,469	17,932
ruce	13,491	652	3,789	123,784
Carleton,	102,643	9,841	11,300	24,861
Cochrane,	18,448	1,872	4,541	6,911
Oufferin	5,167	271	1,473	6,707
Oundas	5,106	252	1,349	14.732
Ourham	11,475	907	2,350	26.132
Igin	20,371	1,171	4,590	90,669
ssex	73,057	5,380	12,232	31,104
rontenac	24,473	2,346	4,285	6,451
Glengarry	4,855	240	1,356	8.486
Grenville	6,569	520	1,397	23.250
Grey	18,162	1,044	4,044	13.232
Haldimand,	9,795	604	2,833	3,069
Haliburton	1,996	215	858	50,579
Halton	40,990	4,340	5,249	36,510
Hastings	28,366	2,480	5,664	21,595
Huron	16,587	975	4,033	
Kenora	9,648	1,162	3,233	14,043
Kent	40,150	1,786	7,590	49,526
Lambton	31,654	2,504	5,784	39,942
Lanark	11,193	778	2,570	14,541
Leeds	13,747	1,125	2,993	17,865
Lennox & Addington	5,098	387	1,813	7,298
Lincoln	40,191	3,289	7,250	50,730
Manitoulin	2,024	168	525	2,717
Middlesex	68,303	5,406	10,847	84,556
Muskoka	7,022	854	2,624	10,500
Nippissing	15,515	1,644	3,496	20,655
Norfolk	12,261	768	4,779	17,808
Northumberland	10,414	739	2,756	13,909
Ontario	36,086	3,257	6,350	45,693
Oxford	23,835	1,464	5,878	31,177
Parry Sound	6,604	753	2,486	9,843
Peel	40,525	4,176	7,010	51,711
Perth	17,305	1,134	4,220	22,659
Peterborough,	21,472	1,756	4.061	27,289
Prescott	5.927	332	1,719	7,978
Prince Edward	6,305	508	1,885	8,698
Rainy River	5,379	599	1,657	7,635
Renfrew	23,021	2,014	4,402	29,437
Russell	4,266	215	1,357	5,838
Simcoe,	39,036	3,417	9,001	51,454
Stormont,	14,395	1,020	2,677	18,092
Sudbury	37,475	3,328	7,309	48,112
Temiskaming		953	3,268	14,788
Thunder Bay		2,929	7,635	48,356
Victoria	8.586	541	2,371	11,498
Waterloo		4,839	8,189	67,243
Welland,	50,104	4,037	7,101	61,242
Wellington,		1,721	5,247	31,761
Wentworth		7,666	14,284	122,283
York		45,755	88,562	723,752
			004.750	2 262 207
TOTAL	1.877,443	151,085	334,759	2,363,287

<sup>\*</sup>Estimated

### SPECIAL PERMITS ISSUED, 1960-1964\*

CLASS OF PERMIT	1960	1961	1962	1963	1964
S. (Single trip)	8,300 740 7,120	10,060 930 9,269	10,706 1,675 10,040	8.087 2,261 11,221	7,717 2,101 11,592
TOTAL.	16,160	20,259	22,421	21,569	21,410

<sup>\*</sup>Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Section 52 or 58 of the Act.

### GARAGE LICENCES ISSUED, 1960-1964

CLASS OF LICENCE	1960	1961	1962	1963	1964
A*	9,117	9,299	9,830	10,315	10,805
B†	4,785	4,989	4,945	4,341	4,476
C**	907	949	957	955	1.016
TOTAL	14,809	15,237	15,732	15,611	16,297

<sup>\*</sup>A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.

### PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1961-1965

CLASS OF LICENCE	1961	1962	1963	1964	1965
Intra-Provincial	235	243	270	282	287
Extra Provincial (Class X).	147	155	164	178	193
School Vehicle	2,144	2,233	2,260	2,450	2,530
TOTAL	2,526	2,631	2,694	2,910	3,010

### PUBLIC VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1961-1965

CLASS OF LICENCE	1961	1962	1963	1964	1965
Intra-Provincial	2,787 18 2,988	2,927 18 3,296	3,023 17 3,411	3,252 19 3,626	3,459 13 3,925
TOTAL	5,793	6,241	6,451	6,897	7.397

<sup>†</sup>B: Licence to service and repair motor vehicles.

<sup>\*\*</sup>C: Licence to buy and wreck motor vehicles.

### PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1961-1965

CLASS OF LICENCE	1961	1962	1963	1964	1965
A	183	187	188	233	240
В	30	28	25	23	22
С	430	443	407	388	378
D	817	862	933	937	1,086
E	667	679	691	637	635
F	5,001	5,291	5,299	5,186	5,354
FS	337	338	349	343	345
Н	158	159	158	187	189
K	145	147	143	143	154
L	61	64	57	58	55
X*	699	437	441	476	446
X only		312	340	329	382
TOTAL	8,528	8,947	9,031	8,940	9,286

<sup>\*</sup>Holders of these 'X' licences also held other classes of licence

### PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1961-1965

CLASS OF LICENCE	1961	1962	1963	1964	1965
A	11,599	11,780	12,254	13,021	14,823
В	104	99	100	75	78
С	3,851	3,692	3,995	4,035	4,276
D	5,065	5,386	5,479	5,813	5,763
E	1,088	1,129	1,123	1,111	1,108
F	9,051	9,247	9,927	10,318	11,027
FS	724	744	779	806	853
н	1,061	1,096	1,175	1,288	1.384
К	406	406	430	434	479
X only	3,315	3,710	3,073	2,482	2,647
X Reciprocity*	-		886	1,676	1,694
X Special**	182	133	241	255	330
TOTAL.	36,446	37,422	39,462	41,314	44,462

<sup>\*</sup>Reciprocity licences are included in this report for the first time.

<sup>\*\*</sup>Transferable plates: for use on U.S. registered trailers when hauled by tractors owned by licencees holding an extra-provincial operating licence for that purpose.

### RECIPROCITY PERMITS ISSUED, CALENDAR YEAR 1964

CLASS	COMMERCIAL	TRAILER	TOTAL
For-hire Carriers			
Alberta	266	524	790
Manitoba	230	605	835
New Brunswick	20	24	44
Saskatchewan,	13	12	25
TOTAL	529	1,165	1,694
Private Carriers			
Manitoba	68	64	132
GRAND TOTAL	597	1,229	1,826

# FIRST ATTEMPT RESULTS OF PRELIMINARY EXAMINATIONS, 1964 (VISION, SIGN RECOGNITION, AND RULES OF THE ROAD TESTS)

	NUMBER	PASSEI	D	FAILE	)
REASONS FOR TESTS	TESTED	NUMBER	%	NUMBER	%
Application for Licence	307,910	267,925	87.0	39,985	13.0
drive school buses	3,814	3,403	89.2	411	10.8
of drivers	18,006	15,134	84.0	2,872	16.0
to drive school buses	260	212	81.5	48	18.5
TOTAL,	329,990	286,674	86.9	43,316	13.1

- † These tests are conducted for the following reasons:
- (a) drivers 80 years and over;
- (b) drivers 70 years and over involved in accidents;
- (c) accident repeaters;
- (d) drivers involved in fatal accidents;
- (e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act)

# REASONS FOR FIRST ATTEMPT FAILURES PRELIMINARY EXAMINATIONS, 1964 (VISION, SIGN RECOGNITION, AND RULES OF THE ROAD TESTS)

	NUMBER OF	VISIO	٧	SIGNS AND	RULES
REASONS FOR TESTS	FAILURES	NUMBER	%	NUMBER	%
Application for licence	39,985	1,794	4.5	38,191	95.5
drive school buses	411	16	3.9	395	96.1
of drivers	2,872	516	18.0	2,356	82.0
to drive school buses	48	2	4.2	46	95.8
TOTAL	43,316	2,328	5.4	40,988	94.6

<sup>(†)</sup> See footnote to Table above.

### FIRST ATTEMPT RESULTS OF DRIVER ROAD TESTS, 1964

	NUMBER	PASSE		FAILED	)
REASONS FOR TESTS	TESTED	NUMBER	%	NUMBER	%
Application for licence	210,952	147,764	70.0	63,188	30.0
Application for authority to drive school buses	3,787	3,170	83.7	617	16.3
Re-examination † selected groups of drivers	15,012	12,254	81.6	2,758	18.4
to drive school buses	244	213	87.3	31	12.7
TOTAL,	229,995	163,401	71.0	66,594	29.0

- † These tests are conducted for the following reasons:
- (a) drivers 80 years and over;
- (b) drivers 70 years and over involved in accidents;
- (c) accident repeaters;
- (d) drivers involved in fatal accidents;
- (e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act)

### DRIVER ROAD TESTS, 1961-1964 BY MONTH

MONTH	1961	1962	1963	1964
January,	11,429	12,186	14,982	17,173
February	10,203	10,142	13,075	16,542
March	18,476	13,836	16,219	16,970
April	13,542	16,235	18,707	23,284
May	25,036	22,433	23,735	25,153
June.	26,712	24.872	26,811	28,491
July	25,949	25,241	31,359	34,139
August	28,139	26,631	28,672	26,810
September	22,573	21,116	25,631	32,546
October	20,155	23,502	27,851	24,687
November	18,210	22,901	24,444	24,950
December	12,080	14,125	18,992	21,902
TOTAL	232,504	233,220	270.478	292,647

# CONVICTIONS AND COMMITTALS FOR TRIAL UNDER THE HIGHWAY TRAFFIC ACT, 1963 AND 1964

SECTION OF ACT	OFFENCE	1963	1964
6	Failure to register a motor vehicle	453	472
7-1, 25 (3), Reg. 23	Obtain licence fraudulently	223	195
7-2	Failure to notify change of address	4,048	4,643
8	Failure to have number plates	7,476	12,210
10	Failure to notify change of ownership	5,180	5,137
13	Improper use of number plates	1,912	3,196
14	Failure to produce operator's licence	12,790 6,801	14,019 7,506
16	Failure to have chauffeur's licence	528	353
17	Failure to produce chauffeur's licence	476	607
18	Operation of motor vehicle by person under 16	187	230
25-2	Unlawful possession of permit	116	126
26	Driving while permit or licence suspended	44	17
31, 32	No garage licence	52	86
33 35	Improper lights	16,699	20,865
37	Defective brakes	7,654	7,821
42	Faulty equipment (mirror, windshield, etc.)	1,041	999
48. 49	Unnecessary noise	12,761	17,429
51	No name of owner on commercial vehicle	794 2.788	961 3.887
52	Overweight re tires	438	406
54	Load in excess of permit issued	10.273	10.865
56	Overhanging load	1.032	1,262
58	Excessive width or length of vehicle	648	785
59	Speeding (a) 30 mph or more over limit	2,361	3,161
	(b) 20 mph over limit up to but not		
	including 30 mph	14,640	19,622
	(c) 11 mph over limit up to but not		
	including 20 mph	68,942	91,466
	(d) speeds over limit up to but not including 11 mph over limit	100.070	200 040
60	Careless driving	136,079 11,354	206,842
62	Unnecessarily slow driving	130	12,005 217
63, 66, 67, 79 (1)	Failure to yield right of way	3,092	3,302
68-1	Improper right turn	2.018	2,832
68 (2) (3) (4) (5) (6)	Improper left turn	7,728	9,693
69 (1) (1a)	Failure to signal for turn	3.375	3,978
62 (a), 64, 70 (4) (6-8)	hallure to obey stop sign, signal light or police officer.	70,097	77,943
71 (4) (6) (7) 73 (1) (2)	Improper passing	3,491	4,213
71 (1) (2) (3)	Failure to share the road	2,054	2,213
72 75	Driving to left of centre of highway	3,460	3,796
76, 77	Wrong way on one-way street	5,301	6,318
78 (1) (2), 79 (2)	Improper driving where highway divided into lanes Following too closely	2,291	2,967
82	Failure to stop for railway signal.	3,843 136	4,000
83	Driving through, under or around railway gates	71	112
84	Improper opening of vehicle doors	279	304
86, 87	Improper passing of street cars or horses	173	259
88	Failure to use passing beam	2,304	2.712
89 (7) (8)	Failure to have flares or warning lights	220	364
89	Others	1,231	1,500
91 94 (2)	Racing	201	214
95 (1)	Failing to stop for a school bus	254	271
98	Soliciting rides	29	89
143	Littering highway	208 982	241 1.107
143 (a)	Failure to remain at scene of accident	613	794
	Other offences	5.647*	9,950
	TOTAL	447,018	586,664
		.47,010	300,004

NOTE: Total convictions for both years include convictions registered under the Public Vehicles and Public Commercial Vehicles Acts.

<sup>\*</sup> The corresponding figure of 9.879 given in last year's annual report included 4,232 offences under the Motor Vehicle Accident Claims Act. In the present report, the latter number is not included in "Other offences," but shown separately on page 33.

## CONVICTIONS UNDER THE CRIMINAL CODE INVOLVING THE USE OF A MOTOR VEHICLE

SECTION OF ACT	- OFFENCE	1963	1964
191	Criminal negligence	1	
192	Causing death by criminal negligence	9	7
193	Causing bodily harm by criminal negligence	8	
207	Motor manslaughter		
221 (1)	Criminal negligence	50	53
221 (2)	Leaving scene of accident	1,728	1,739
221 (4)	Dangerous driving	561	636
222	Driving while intoxicated	702	681
223	Driving while ability impaired	10,240	10,580
225 (3) (a)	Driving while disqualified	2,456	2,602
	TOTAL	15,755	16,298

## CONVICTIONS UNDER MUNICIPAL BY-LAWS INVOLVING THE USE OF A MOTOR VEHICLE

OFFENCE	1963	1964
Pedestrian cross-over	1,891	2,177
Prohibited turns	24,242	42,237
Wrong way on one-way street,,	131	213
Other bylaws	5,351	3,839
TOTAL	31,615	48,466

### SUMMARY OF CONVICTIONS

STATUTE	1963	1964
Highway Traffic Act	447,018	586,664**
Municipal Bylaws	31,615	48,466
Criminal Code	15,755	16,298
Moto: Vehicle Accident Claims Act	4,232*	5,678
TOTAL	498,620	657,106

 $<sup>\</sup>hbox{$^*$ These convictions were included in last year's annual report under "other offences"; see footnote to page 32, annual report under "other offences";$ 

<sup>\*\*</sup>Due to a ruling by the Appeal Court of Ontario, approximately 50,000 convictions (October 20-December 20, 1963) withheld by Metro Courts pending amendment to the Point System Regulations. These convictions are included in 1964 statistics.

DRIVER DEMERIT POINT SYSTEM, APRIL 1, 1959 TO DECEMBER 31, 1964

	1959(1)	1960	1961	1962	1963	1964	Total
6-POINT LEVEL  Advisory letters issued.  Drivers warned who advanced to interview level.	4,355	21,278	26,961	36,244	39,495	41.176	169,509
9-POINT LEVEL Interviews conducted	1,531	4,188	6,733	8,921	10,257	10,852	42,482
SUSPENSIONS (2)  Drivers who reached suspension level through point accumulation.  Drivers suspended for failure to attend interview.  Drivers suspended as a result of interview (3)	88 180 27	1,152 260 76	2,380 310 90	1,864 476 126	1,251 432 117	1,641 740 112	8,377 2,398 548
Total suspensions under point system.	296	1,488	2,780	2,466	1,800	2,493	11,323

<sup>(1)</sup> Period: April 1 to December 31, 1959

<sup>(2)</sup> Suspension level raised from 12 to 15 points on July 1, 1962

<sup>(3)</sup> Because of unfavourable records and/or attitudes

# SUSPENSIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS, 1963 AND 1964

CAUSE OF SUSPENSION	19	63	19	164
By Court as Part of Penalty:				
Criminal Negligence	33		22	
Dangerous driving	313		312	
Driving while intoxicated	100		93	
Impaired driving	1,331		1,401	
Failure to remain at scene of accident (HTA & CC)	515		555	
Careless driving	1,378		1,408	
Other offences	316		312	
		3,986		4,103
Demerit Point System:				
Accumulation of points (15 points)	1,251		1,641	
Failure to attend interview*	432		740	
As a result of interview	117		112	
		1,800		2,493
Section 25 H.T.A.:				
Mental or physical condition	341.		458	
Re-examination of driving ability	649		682	
Operating record	182		224	
		1,172		1,364
Section 20 H.T.A. Mandatory Suspensions for:				
Driving while intoxicated	644		560	
Criminal negligence	35		12	
		679		572
Section 21 H.T.A. Mandatory Suspensions for:				
Driving while ability impaired	9,011		9,021	
Dangerous driving	255		280	
	-	9,266		9,301
Section 21b H.T.A. Mandatory Suspensions for:				
Failure to remain at scene of accident (CC)		1,236		1,225
( ) ( )				
Section 21c H.T.A. Mandatory Suspensions for:				
Driving while under suspension		2,243		2,359
Section 111(1) H.T.A.:				
Until proof of financial responsibility filed**		12,558		12,098
[includes suspensions issued as a result of convictions				
under M.V.A.C.A. 3(3)]				
Section 113(1) H.T.A. & Sec. 5(5) (6) M.V.A.C.A.:				
Failure to pay claim or judgment		4,261		4.352
		37,201		37.867
TOTAL		57,201		====

<sup>\*</sup>Suspension effective only until driver appears for interview.

<sup>\*\*</sup>With the exception of the demerit point system, Section 25 H.T.A., and Section 21c H.T.A., all suspensions in this table required proof of financial responsibility, before reinstatement, until March 25, 1984. On the latter date, Section 111 (1) was amended so that only suspensions resulting from (1) convictions under the Criminal Code of Canada (2) convictions under the Motor Vehicle Accident Claims Act, and (3) failure to satisfy claims or judgments, require the filing of proof of financial responsibility before reinstatement.

PERIODS OF SUSPENSIONS, 1960-1964

PERIOD	1960	1961	1962	1963	1964
Three months or less	7,802	9,192	9,775	9,114	9,180
more than six months	5,051	6,112	7,203	7,108	6,955
than one year	1,438	1,722	1,811	1,873	1,770
More than one year but not more than two years	289	441	508	591	579
than three years	95	108	98	99	110
Indefinite	860	1,218	1,771	1,598	2,051
Until judgment paid	2,580	2,702	3,262	4,261	4,352
Until proof of financial responsibility filed	10,576	10,706	10,986	12,557	12,870
TOTAL,	28,691	32,201	35,414	37,201	37,867

### DRIVERS SUSPENDED PENDING FILING OF PROOF OF FINANCIAL RESPONSIBILITY, 1960-1964

OFFENCE	1960	1961	1962	1963	1964
Speeding	51	65	43	49	54
No driver's licence	713	731	684	621	233
mproper lights	32	17	16	17	8
Defective brakes	159	147	109	77	22
mproper turning, signalling, etc	3,004	2,938	2,950	2,735	1,032
Failure to report an accident	390	365	319	246	110
Careless driving	3,792	3,682	3,474	2,776	1,936
_eaving scene of accident	1,554	1,610	1,834	1,901	1,855
Driving while intoxicated	1,012	981	829	744	653
Driving while ability impaired	9,651	10,020	10,984	10,331	10,423
Motor manslaughter	****				_
Criminal negligence	157	169	54	71	35
Dangerous driving		Andrew .	458	571	598
Racing	46	43	26	70	77
3 (3) M.V.A.C.A				3,565	4,506
Other offences	110	166	128	145	172
ailure to satisfy a judgment	2,580	2,702	3,262	4,261	4,352
Cancellation of proof of F.R.*	2,648	3,145	3,956	3,664	5,529
TOTAL	25,899	26,781	29,126	31,844	31,595

<sup>\*</sup>Proof of financial responsibility filed, but cancelled before two-year period expired.

#### TYPES OF FINANCIAL RESPONSIBILITY FILED, 1963 AND 1964

ТУРЕ	1963	1964
Vehicle Policy	13,145	14,214
Driver's Policy	2,800	2,863
Fleet Policy	69	3
P.C.V. or P.V.	3	3
Surety Bonds	_	_
Money or Securities	-	-
TOTAL	16,017	17,083

#### FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED AND RESCINDED, 1963 AND 1964

#### 1963

OFFENCE	Applied	F.R.* Filed	% Filed	Expired** or Cancelled†	Total Rescinded
Criminal neg. (192 & 3)	21	5	(24)	1	6
Criminal neg. (221-1)	50	21	(42)	80	101
Motor manslaughter		- i	(-,-)	1	101
Leaving scene of accident (CC)	1,714	867	(51)	521	1.388
Leaving scene of accident (HTA)	187	63	(34)	34	97
Dangerous driving	571	190	(33)	21	211
Drunk driving	744	304	(41)	490	794
Impaired driving	10,331	6,432	(62)	3,331	9,763
Theft of Motor Vehicle		4		8	12
Improper lights	17	8	(47)	7	15
Defective brakes	77	34	(44)	64	98
No driver's licence	621	122	(20)	426	548
Speeding	49	25	(51)	23	48
Careless driving	2,776	1,458	(53)	1,511	2,969
Improper turning, etc.	2,735	898	(33)	1,782	2,680
Failure to report accident	246 215	101	(41)	178	279
Failure to show proof of insurance	3,565	104	(48)	69	173
Failure to satisfy judgment (113)	872	1,347 392	(38)	140	1,487
Failure to satisfy judgment (M.V.A.C.A.)	3.389	1,367	(45) (40)	122 384	514
Cancellation of proof of F.R.††	3,664	2,274	(62)	1,150	1,751 3,424
TOTAL	31,844	16,017	(50)	10,342	26,359

#### 1964

	1304								
OFFENCE	Applied	F.R.* Filed	% Filed	Expired** or Cancelled†	Total Rescinded				
Criminal neg. (192 & 3). Criminal neg. (221-1). Motor manslaughter. Leaving scene of accident (CC). Leaving scene of accident (HTA). Dangerous driving. Drunk driving. Impaired driving. Theft of motor xehicle #. Improper lights#. Defective brakes#. No driver's licence#. Speeding#. Careless driving#. Improper turning, etc.#. Failure to report accident#. Other offences#. Failure to show proof of insurance. Failure to stisky judgment (1113). Failure to satisky judgment (M.V.A.C.A.). Cancellation of proof of F.R.††.	1,713 1,42 598 653 10,423 	2 14 1 810 67 203 286 6,052 4 5 17 95 25 954 575 52 94 42,213 491 1,805 3,318	(14) (67) ————————————————————————————————————	2 40 515 77 151 402 3,284 6 43 416 34 1,588 1,089 119 113 165 166 451 1,002	4 54 1 1,325 144 354 688 9,336 5 11 60 511 59 2,542 1,664 207 2,378 657 2,256 4,320				
TOTAL	31,595	17,083	(54)	9,694	26,777				

<sup>\*</sup>Including suspensions applied prior to 1963.
\*\*Suspensions had been in effect at least two years, and proof of financial responsibility was no longer required.

FSuspensions cancelled for various reasons (convictions quashed on appeal, inaccurately reported, etc.) ††Proof of financial responsibility which had been filed was cancelled before the two-year period had expired, and a new suspension was issued.

#Financial responsibility requirement discontinued for convictions registered after March 25, 1964.

ALL ACCIDENTS, BY MONTH, 1963 AND 1964

MONTH -	19	63	196	14	% CHANGE IN	
WONTH	No.	%	No.	%	No. of ACCIDENTS	
January. February. March. (1st Quarter). April. May. June. (2nd Quarter). July. August. September. (3rd Quarter). October.	10,355 8,687 7,935 (26,977) 6,213 7,408 7,299 (20,920) 8,208 9,044 8,459 (25,711) 7,960 9,598	9.9 8.3 7.5 (25.7) 5.9 7.1 7.0 (20.0) 7.8 8.6 8.1 (24.5) 7.6 9.1	8,848 8,035 8,692 (25,575) 7,224 8,080 8,190 (23,494) 8,865 10,295 8,745 (27,905) 10,494 10,503	8.0 7.2 7.8 (23.0) 6.5 7.3 7.4 (21.1) 8.0 9.3 7.9 (25.1) 9.4	-14.6 - 7.5 + 9.5 (- 5.2) +16.3 + 9.1 +12.2 (+12.3) + 8.0 +13.8 + 3.4 (+ 8.5) +31.8 + 9.4	
November  December  (4th Quarter)	13,753 (31,311)	13.1 (29.8)	13,261 (34,258)	11.9 (30.8)	- 3.6 (+ 9.4)	
TOTAL	104,919	100.0	111,232	100.0	+ 6.0	

#### ACCIDENTS BY NATURE, 1945-1964

	FAT	AL	PERS	ONAL		ERTY E ONLY	TOTAL	
YEAR	No.	INDEX No. (1950 = 100)	No.	INDEX No. (1950 = 100)	No.	No. (1950 == 100)	No.	No. (1950 = 100)
1945	547	81	7,085	51	5,826	20	13,458	31
1946	629	93	8,541	62	8,186	28	17,356	40
1947	664	98	9,165	66	12,464	43	22,293	51
1948	673	99	10,571	76	16,162	55	27,406	63
1949	725	107	12,126	87	21,621	74	34,472	79
1950	(678)	(100)	13,871	100	29,132	100	43,681	100
1951	824	122	15,653	113	38,443	132	54,920	126
1952	893	132	16,300	118	41,322	142	58,515	134
1953	920	136	16,639	120	48,307	166	65,866	151
1954	(897)	(132)	16,810	121	(44.802)	(154)	(62,509)	(143) 145
1955	971	143	17,905	129	(44,343)	(152)	63,219	163
1956	1,008	149	19,358	140	51,033	175	71,399	175
1957	1,089	161	20,433	147	54,780	188	76,302 76.884	176
1958	(965)	(142)	20,575	148	55,344	190 203	81,518	187
1959	1,006	148	21,502	155	59,010			200
1960	(987)	(146)	23,714	171	62,485	214	87,186 (85,577)	
1961	1,098	162	25,643	185	(58,836)	(202)	94,231	216
1962	1,139	168	28,667	207	64,425	221	104,919	240
1963		180	32,718	236	70,979	252	111,232	255
1964	(1,202)	(177)	36,527	263	73,503	252	111,232	200

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

#### ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1964

MONTH	NATURE OF ACCIDENT						
MONTH	FATAL	PERSONAL INJURY	PROPERTY DAMAGE ONLY	TOTAL			
January	58	2,424	6,366	8,848			
February	78	2,249	5,708	8,035			
March	78	2,667	5,947	8,692			
April	94	2,463	4,667	7,224			
May	103	3,057	4,920	8,080			
lune	93	2,996	5,101	8,190			
July	95	3,228	5,542	8,865			
August	144	3,683	6,468	10,295			
September	115	3,130	5,500	8,745			
October	110	3,626	6,758	10,494			
November	105	3,305	7,093	10,503			
December	129	3,699	9,433	13,261			
TOTAL	1,202	36,527	73,503	111,232			

#### FATAL ACCIDENTS, BY MONTH, 1963 AND 1964

MONTH	1:	963	15	% CHANGE IN	
- Auditorial Control	NO.	%	NO.	%	NO. OF ACCIDENTS
January	79	6.5	58	4.8	-26.6
February	61	5.0	78	6.5	+27.9
March	78	6.4	78	6.5	N/C
(1st Quarter)	(218)	(17.8)	(214)	(17.8)	(- 1.8)
April	84	6.9	94	7.8	+11.9
May	96	7.9	103	8.6	+ 7.3
June	105	8.6	93	7.7	-11.4
(2nd Quarter)	(285)	(23.3)	(290)	(24.1)	(+ 1.8)
July	107	8.8	95	7.9	-11.2
August	141	11.5	144	12.0	+ 2.1
September	136	11.1	115	9.6	-15,4
(3rd Quarter)	(384)	(31.4)	(354)	(29.5)	(- 7.8)
October	117	9.6	110	9.2	- 6.0
November	121	9.9	105	8.7	-13.2
December	97	7.9	129	10.7	+33.0
(4th Quarter)	(335)	(27.4)	(344)	(28.6)	(+ 2.7)
TOTAL	1,222	100.0	1,202	100.0	- 1.6

#### FATAL ACCIDENTS AND PERSONS KILLED BY PLACE OF OCCURRENCE, 1963 AND 1964

	196	33	196	34	% CHANGE	
PLACE OF OCCURRENCE	FATAL ACCIDENTS	PERSONS KILLED	FATAL ACCIDENTS	PERSONS KILLED	FATAL ACCIDENTS	PERSONS KILLED
Urban 1. Metropolitan Toronto 2. Urban areas (10,000	103	111	123	134	+19.4	+20.7
population and over)	194	214	185	194	- 4.6	- 9.3
3. Other urban (1,000 to 9,999 population)	48	51	53	57	+10.4	+11.8
Total	345	376	361	385	+ 4.6	+ 2.4
Rural 1. King's highways 2. Secondary roads 3. County roads	577 15 154	691 19 181	548 19 162	688 20 201	- 5.0 +26.7 + 5.2	- 0.4 + 5.3 +11.0
4. Organized township	111	130	97	111	-12.6	-14.6
roads	6 14	9 15	6 9	10	N/C -35.7	+11.1 -40.0
Total,,	877	1,045	841	1,039	- 4.1	- 0.6
GRAND TOTAL.	1,222	1,421	1,202	1,424	- 1.6	+ 0.2

#### ALL ACCIDENTS, BY TYPE OF COLLISION, 1963 AND 1964

	196	3	196	% CHANGE IN	
TYPE OF COLLISION	NO.	%	NO.	%	ACCIDENTS
Collision with-				00.5	+ 3.6
1. Other motor vehicle	74,660	71.2	77,316	69.5	
2. Fixed object	10,298	9.8	11,948	10.7	+16.0
3. Pedestrian	5,921	5.6	6,229	5.6	+ 5.2
4. Bicycle	1,335	1.3	1,377	1.2	+ 3.1
5. Motorcycle	483	0.5	592	0.5	+22.6
6. Railroad train	428	0.4	372	0.3	-13.1
7. Street car	444	0.4	400	0.4	- 9.9
8. Other vehicle	392	0.4	373	0.3	- 4.8
9. Horse drawn vehicle	13	0.8	941	0.9	+ 7.8
	145	0.1	178	0.2	+22.8
Non-collision	9,934	9.5	11,499	10.3	+15.8
TOTAL	104,919	100.0	111,232	100.0	+ 6.0

#### FATAL ACCIDENTS, BY TYPE OF COLLISION, 1963 AND 1964

TYPE OF COLLISION	1	963	1	1964		
	NO.	%	NO.	%	ACCIDENTS	
Collision with—						
1. Other motor vehicle	457	37.4	470	39.1	+ 2.8	
2. Fixed object	128	10.5	122	10.1	4.7	
3. Pedestrian	338	27.7	331	27.5	- 2.1	
4. Bicycle	43	3.5	37	3.1	-14.0	
5. Motorcycle	10	0.8	5	0.4		
6. Railroad train	53	4.3	38	3.2	-28.3	
7. Street car	2	0.2	3	0.2		
8. Other vehicle	10	0.8	7	0.6		
9. Horse drawn vehicle	monumen				_	
10. Animal	4	0.3	2	0.2		
11. Miscellaneous	- Commence		2	0.2		
Non-collision	177	14.5	185	15.4	+ 4.5	
TOTAL	1,222	100.0	1,202	100.0	- 1.6	

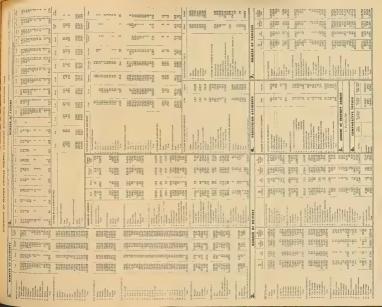
#### DRIVERS IN FATAL ACCIDENTS AND ALL LICENSED DRIVERS, BY AGE, 1963 AND 1964

AGE*	1963		1	964	% CHANGE IN NO. OF DRIVERS	ALL
	NO.	%	NO.	%	IN FATAL ACCIDENTS	DRIVERS %
Under 16 years	6	0.4	0			
16 - 19 years	179	10.1	186	10.7	+ 3.9	7.3
20 - 24 years	335	18.8	380	21.8	+13.4	11.5
25 - 34 years	462	26.0	400	22.9	-13.4	24.9
35 - 44 years	351	19.7	349	20.0	- 0.6	24.3
45 - 54 years	214	12.0	211	12.1	- 1.4	17.3
55 - 64 years	131	7.4	131	7.5	N/C	9.8
65 and over	95	5.3	87	5.0	- 8.4	4.9
Not stated	5	0.3	1	0.1	_	
TOTAL	1,778	100.0	1,745	100.0	- 1.9	100.0

<sup>\*</sup>Not all the age groups shown cover the same number of years.

#### ALL ACCIDENTS, BY PLACE OF OCCURRENCE, 1963 AND 1964

PLACE OF OCCURRENCE	19	63	19	% CHANGE IN NO. OF	
PEACE OF OCCUMENCE	NO.	%	NO.	%	ACCIDENTS
Urban					
1. Metropolitan Toronto			20.204	23.6	+ 1.0
roads and streets  2. Urban areas (10,000	25,982	24.8	26,234	23.0	7 1.0
population and over)	37.386	35.6	39,599	35.6	+ 5.9
3. Other urban (1,000 to					
9,999 population)	5,616	5.4	5,926	5.3	_ + <b>5</b> .5
Total	68,984	65.7	71,759	64.5	+ 4.0
Rural					
1. King's highway	20,737	19.8	22,900	20.6	+10.4
2. Secondary roads	946	0.9	1,123	1.0	+18.7
3, County roads	6,424	6.1	7,208	6.5	+12.2
4. Organized township roads	6,432	6.1	6,922	6.2	+ 7.6
<ol><li>Unorganized township</li></ol>					
roads	270	0.3	254	0.2	- 5.9
6. Local and other roads	1,126	1.1	1,066	1.0	- 5.3
Total	35,935	34.3	39,473	35.5	+ 9.8
GRAND TOTAL.	104,919	100.0	111,232	100.0	+ 6.0





## ONTARIO HIGHWAY TRANSPORT BOARD

#### ANNUAL REPORT

of

### THE ONTARIO HIGHWAY TRANSPORT BOARD For Year Ending December 31, 1964

The Ontario Highway Transport Board, pursuant to the provisions of Section 27, of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs to the Honourable the Minister of Transport.

#### Organization of the Board

The Board is constituted as follows:

Chairman . . . . E. J. Shoniker, B.A.
Vice-Chairmen . . . . G. C. Marrs, B.A.
R. H. Humphries

Members . . . . . G. W. Stoddart, B.A.
E. M. Walker
G. J. Watson

Secretary of the Board . . A. H. McLaren

#### Sitting of the Board

Throughout the year under review, the Board has been sitting in three divisions to hear applications for operating licences under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act of Canada. The Board conducted public hearings in the following municipalities—Bracebridge, Hawkesbury, Belleville, Ottawa, Windsor, Sudbury, Hamilton, Port Arthur, London, Kitchener and Picton, in addition to Toronto.

#### **Applications to the Board**

Exhibit 'A' to this report provides figures showing the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act of Canada.

Exhibit 'B' is the accounting of the revenue received by the Board, during the calendar year 1964, the amount received relative to Tariff of Tolls stems from Regulations under The Public Commercial Vehicles Act which became effective as of May 1st, 1963.

Exhibit 'C' pertains to the certificates of public necessity and convenience considered by the Board at public hearings and includes reviews of operating licences and certificates during 1964.

Exhibit 'D' gives particulars of the certificates issued after the Board's consideration in Chambers.

#### General

In September, 1964, the Honourable Irwin Haskett, Minister of Transport directed the Board to conduct a study and review of commercial vehicle operations within the following terms of reference:

"To examine, study and enquire into the transportation for compensation of goods by commercial motor vehicles and trailers in Ontario and into The Public Commercial Vehicles Act, Revised Statutes of Ontario, 1960, Chapter 319 as amended: and all Regulations made thereunder, and without restricting the generality of the foregoing, include all matters relating to:

- 1. the classification of licences prescribed under the Regulations;
- the advisability of placing under the same provincial legislation which controls and regulates the operation of public commercial vehicles and trailers all persons who carry on the business of the carriage for compensation of goods by commercial motor vehicles and trailers wholly within the boundaries of any one urban municipality or township;
- any other matters relating to the foregoing that may be pertinent to the transportation for compensation of goods by commercial motor vehicles and trailers."

The public has been advised of this through the daily press and hearings will commence throughout the Province early in the new year. Therefore, this would seem to be an ideal time to review some of the changes that have taken place since 1956, the first full year of the Board's activity.

In 1956, under the leadership of then Chairman of The Ontario Highway Transport Board, S. H. S. Hughes, Q.C. and E. J. Shoniker, then Vice-Chairman, a conference of the provincial administrators and regulatory officials in the motor transport field from across Canada was called to discuss problems of mutual concern.

Out of this beginning arose the Canadian Conference of Motor Transport Authorities which meets annually to discuss and exchange information pertinent to the field of motor transport. The model reciprocity agreement which was the basis for the reciprocity agreements currently in existence between Ontario and the Provinces of Manitoba, Saskatchewan, Alberta, British Columbia and New Brunswick originated with this association. Many other matters are discussed and clarified by a meeting of minds at each of these conferences to the advantage of the public.

In the year 1958, the Board with the Manitoba Motor Carrier Board first considered applications jointly at Winnipeg. Joint hearings is an arrangement whereby each Board sits independently but hears the cases simultaneously. This works to the advantage of all parties to applications where it is more convenient to collect the evidence in one place rather than have separate hearings in each jurisdiction.

The Honourable the Minister of Transport referred the then existing regu-

lations relative to the bills of lading to the Board for examination and study. A comprehensive report on the requirements in the use of the bills of lading was submitted to the Minister and was the basis of subsequent regulations.

The Board initiated a system of reviewing operating authorities where it is indicated to the Board that a carrier may have lost sight of his responsibility to the public.

Provision was made whereupon consideration a certificate of public necessity may be issued to permit a carrier to haul the trailers of another carrier in order to do away with the onerous method of physically transferring freight from one vehicle to another. This arrangement in addition to expediting the movement of goods has resulted in the reduction of damage to the goods carried.

In 1959, the Board, in co-operation with the Ontario Department of Transport, inaugurated a system of 'transferable plates'. Transferable plates is a term given to registration and public commercial vehicle licence plates available to Ontario based carriers having extra-provincial operating authority at the international boundary. A carrier with transferable plates may use them on any trailer bearing state registration of one of the States of the United States of America, when the movement of the said trailer originates and terminates in the United States of America and is moved in accordance with the operating licence of the carrier concerned. This movement of trailers from and to the United States of America has been extremely successful in reducing the many delays encountered formerly at the international boundary. It also obviates the need for physical trans shipment of the goods at the international boundary and goods can now move in bond to inland ports expeditiously or conversely from points in Ontario into the United States of America in the same trailer.

In 1961, an increasing number of dump-truck operators who own and drive their equipment had cause to come before the Board. In order that these owner operators would not lose time from their employment, the Board established a system of evening hearings. This system is still in effect where it is in the interest of the parties concerned.

In 1963, Regulations were passed under The Public Commercial Vehicles Act requiring the filing of Tariff of Tolls. This required the Board to make provisions for the setting up of tariff filing facilities at 67 College Street where the tariffs are available for public inspection. It is necessary for the affected carriers to file rates pursuant to these regulations and to have his Tariff of Tolls available for the public in his place of business.

During 1964, the Ontario Board met with Mr. Gerrard LaRochelle, the Chairman of The Quebec Transportation Board, to discuss matters of mutual concern to the two largest Provinces of Canada to ensure continued co-operation between these Provinces in expediting and facilitating the flow of commerce by motor carrier.

In 1964, together with the many applications considered by the Board and the reviews of certain certificates pursuant to which operating licences were issued, the Honourable the Minister of Transport referred two parties under sub-section 2 of section 2a of The Public Commercial Vehicles Act. In each instance the Board deemed the vehicles used to be public commercial vehicles under sub-section 2 of section 2 of the said Act.

The Board looks forward to a future which will require considerable thought and planning. The review of the legislation as directed by the Minister and the necessity of considering applications as expeditiously as possible will necessitate a concentrated effort in 1965. The adoption of policies to meet the needs of the public for transportation by public commercial vehicle and its relationship with other types of transportation will continue to increase in complexity. It is the Board's considered opinion that the competitive aspect of transportation should be encouraged to the point where maximum service is available to the public within the economics of the area concerned to maintain a healthy, vigorous, motor transport industry.

All of which is respectfully submitted this 22nd day of January, 1965.

E. J. Shoniker, B.A. Chairman

G. C. Marrs, B.A. Vice-Chairman

R. H. Humphries *Vice-Chairman* 

G. W. Stoddart, B.A. *Member* 

E. M. Walker Member

G. J. Watson Member

#### EXHIBIT 'A'

#### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1964

#### Applications received by the Board:-

#### 1. The Public Commercial Vehicles Act

126
2
57
572
193
1,228
71
45
34

#### 2. The Motor Vehicle Transport Act (Canada)

L	6	
Extra-provincial	476	482

2,328

#### 3. The Public Vehicles Act

	P.V.	148	
	P.V.S.B.	499	647
TOTAL APPLICATIONS F	RECEIVED		3,457

# EXHIBIT 'B' THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1964

# Fees. \$ 78,693,60 Hearing Costs 10,003,00 Fees for Certificates 1,153,50 Tariff of Tolls 35,980,98 Miscellaneous, Postage, Etc 641,75 \$126,472.83

# EXHIBIT 'C' THE ONTARIO HIGHWAY TRANSPORT BOARD APPLICATIONS CONSIDERED AT PUBLIC HEARINGS DURING THE YEAR 1964

1. The Public Commercial Vehicles Act

	Granted	ted					opposition filed by	
Class	in full	in part	Dismissed	Transferred	Extension	Total	other carriers	Reviews
A	36	33	13	D.	8	06	152	en :
00	1	1	-	1	ı	-	2	- ;
	10	17	က	7	-	32	104	=
	101	148	28	m	4	315	709	18
) ш	27	2	10	-	alean a	40	123	
ц	43	44	23	8	2	115	163	0 :
S	18	00	7	1	2	25	37	19
1	o	4	00	2	1	23	41	ı
¥	ഹ	4	-	co	1	13	21	ı
	t	1	ı	1	1	-	1	
TOTALS	249	254	125	24	12	654	1,352	63
2. The Motor Vehicle Transport Act (Canada)	ensport Act (Cal	nada)						
	Granted	ited					opposition filled by	
Class	in full	in part	Dismissed	Transferred	Extension	Total	other carriers	Reviews
Merchandise	89	65	32	10	m	199	451	17
TOTALS	96	67	33	10	8	208	465	18
3. The Public Vehicles Act	lct.							
	Granted	ited					Opposition filed by	
Class	in full	in part	Dismissed	Transferred	Extension	Total	other carriers	Reviews
P.V.	22	20	17	11	m	62	12	m
TOTALS	28	23	18	1	m	72	98	4

APPLICATIONS CONSIDERED IN CHAMBERS BY THE BOARD DURING 1964 EXHIBIT 'D' THE ONTARIO HIGHWAY TRANSPORT BOARD

1. The Public Commercial Vehicles Act

					Inte	Interim	
Class	Granted	Dismissed	Transferred	Extension	Granted	Refused	Total
Α	11	-	11	-	4	undo.	34
8	1	1	1	1	1	1	1
C	2	-	13	1	<u></u>	1	17
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TOTALS	1,128	66	244		300	59	1,731
Z. The Motor Venicle Transport Act (Canada)	port Act (Canada)						
					Inte	Interim	
Class	Granted	Dismissed	Transferred	Extension	Granted	Refused	Total
Merchandise	112	4	37	***************************************	72	00	233
Passenger,	11	1	က	40000	-	1	14
TOTALS	123	4	40	- American	72	00	247
3. The Public Vehicles Act							
					Inte	Interim	
Class	Granted	Dismissed	Transferred	Extension	Granted	Refused	Total
P.V. (S.B.)	26 427	° 01	22	1.1	23	-	75
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TOTALS	453	13	51	1	29	-	547
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# ANNUAL REPORT OF THE MINISTER OF TRANSPORT

1965-66









# ANNUAL REPORT OF THE MINISTER OF TRANSPORT

1965-66

#### PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY OF ONTARIO SESSIONAL PAPER No. 54

BY FRANK FOGG, PRINTER TO THE QUEEN'S MOST EXCELLENT MAJESTY, TORONTO



The Honourable Irwin Haskett, Minister



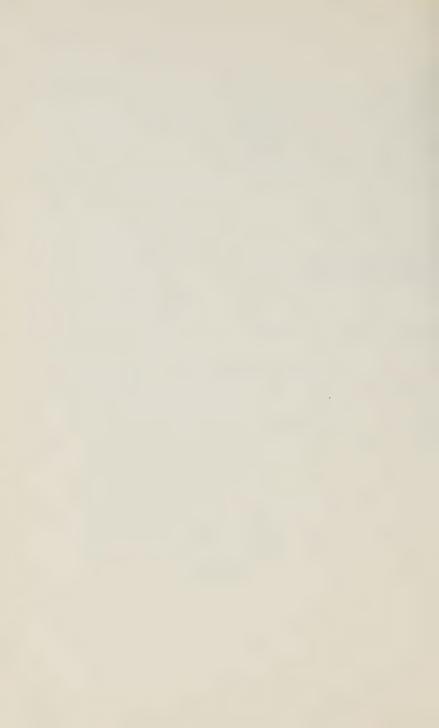


His Honour
The Lieutenant-Governor of the
Province of Ontario.

May It Please Your Honour:

The undersigned begs respectfully to present to your Honour the Annual Report of the Department of Transport for the fiscal year ending March 31, 1966.

Irwin Haskett, Minister.



#### REPORT OF THE DEPUTY MINISTER

TO: THE HONOURABLE IRWIN HASKETT

Minister of Transport

Sir:

I have the honour to present the report of the activities of the Department of Transport for the fiscal year ending March 31, 1966. This document includes the report of the Registrar of Motor Vehicles as required under Section 146(e) of The Highway Traffic Act.

The rate of growth of motor vehicle registrations (5.7%) and of licensed drivers (3.9%) for the year under review continued to exceed the rate of growth of population (2.2%). This ever increasing mobility of the people of Ontario, and the continuing growth of the motor transport industry, has brought with it increasing demands for service from all branches of the Department.

Increases in vehicle registrations and drivers have brought corresponding increases in ordinary revenue. A summary of Ordinary Revenue collected in the fiscal year, showing an increase of \$7,317,000 over the previous fiscal year, is provided in the table below:

	MARCH 31	PERCENTAGE	MARCH 31	PERCENTAGE
	1966	OF	1965	OF
	\$	TOTAL	\$	TOTAL
Passenger Vehicles	43,240,000	45.0	39,867,000	44.9
	35,647,000	37.1	35,003,000	39.4
	3,517,000	3.7	3,241,000	3.7
	4,118,000	4.3	4,073,000	4.6
	4,615,000	4.8	2,256,000	2.5
	4,991,000	5.1	4,371,000	4.9
TOTALS	\$96,128,000	100.0%	\$88,811,000	100.0%

A major re-organization of the Department took place in September, 1965 with the retirement of the Registrar of Motor Vehicles. For more efficient administration the Department was divided into two divisions, Operations and Services.

The growth of the Department was at a slightly higher rate (8%) than previous years with the staff complement increasing to 1,166. 278 new employees were recruited, 74 of which were additions.

Of the several legislative amendments to The Highway Traffic Act, the following are of major significance:

- Gratuitous passengers have been given a right of recovery against the host driver where they can show the driver was grossly negligent in the operation of the vehicle.
- It is now an offence to operate a motor vehicle where the windows do not afford a clear view. This provision is particularly important in winter

time as in the past many motorists operated their vehicles although the windshield was obscured with snow and frost.

- Motorists must now stop in either direction as they approach a school bus that is stopped and has its flashing lights actuated.
- 4. A Licence Suspension Appeal Board was established in September, 1965. Its function is to hear appeals against licence suspensions applied by the Registrar of Motor Vehicles. Persons who deem themselves aggrieved by a decision of the Board, may appeal the decision to a judge of the county or district court of the jurisdiction in which the persons reside.

The conversion of driver licence operations to computer processing is proceeding on schedule. The next stage of mechanization of the Department's operations is the conversion of driver control records to computer operation.

A detailed report of the operations of the Department is provided in the body of this report and the statistical tables. Some highlights of the services provided for the public by the Department are summarized below:

Vehicle registrations in 1965 totalled 2,516,680 — an increase of 135,461 (5.7%).

Motorcycle registrations have risen to the remarkable total of 24,070 — an increase of 13,736 (133%).

Licensed drivers are estimated at 2,800,000 — an increase of 3.9% over 1964.

329,500 driver road tests were conducted on 247,517 persons which represents an increase of 12.6% over 1964. The failure rate on first attempt was 30.2%.

1,340,502 commercial motor vehicles were checked at 45 weigh stations and through the activities of 32 patrol inspectors, resulting in 8,728 convictions being registered.

Complete 38-point vehicle safety checks were conducted on 132,033 vehicles at the permanent safety lanes, at weigh scale locations in co-operation with the Ontario Provincial Police and in 70 communities throughout the Province.

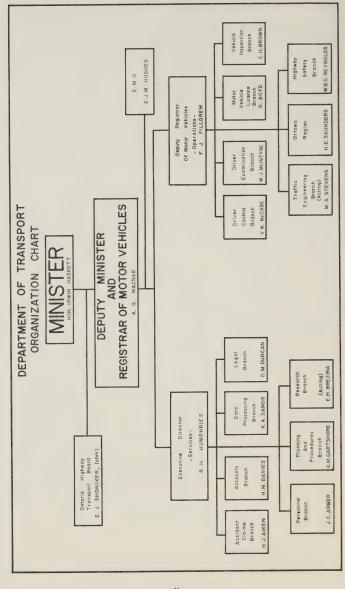
Courses in extra-curricular driver education were offered in 147 secondary schools in Ontario — an increase of 42 schools over last year. It is estimated that nearly 15% of the Province's young drivers learn to drive under this programme.

Respectfully submitted,

A. G. MacNab

Deputy Minister and Registrar of Motor Vehicles

# DEPARTMENT REPORT



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# VEHICLE REGISTRATION

The continued growth of vehicle registrations is reflected in the increasing number of motor vehicles and trailers on our highways, and in the extensive programmes of highway expansion and improvements throughout the Province.

In 1965, the number of vehicle registrations approached 2,700,000 representing an increase of 140,000 or 5.6 per cent over the preceding year. The comparative summary below shows the quite considerable increase in the registrations of motor vehicles and trailers over the period since 1955. The remarkable rise in motorcycle registrations should be noted. An increase of 133 per cent over 1964, when 10,334 were registered. The trend indicates that over 37,000 motorcycles will be registered in 1966.

VEHICLE CATEGORY	1955	1965	Increase	PERCENTAGE Increase
	(Th	ousands of Vehicl	es)	
Passenger	1,292	1,976	684	53%
Commercial (buses included)	288	353	65	23%
Dual Purpose (station wagons)	25	163	138	552%
Motorcycle	12	24	12	100%
Trailers	94	167	73	78%
TOTALS	1,711	2,683	972	57%

Quarterly registrations of commercial vehicles and trailers continued to prove popular with seasonal commercial and trailer operators. In 1965, 270,000 quarterly registrations were issued, compared to 240,000 in 1964. This type of registration was introduced in 1963.

In 1965, 3,999 permits were issued to United States citizens to operate private commercial motor vehicles in Ontario. This represents an increase of 1,449 over 1964.

## DRIVER LICENSING

The processing of driver licences by machine (punch cards) and renewals by birthdate at three-year intervals continued in 1965. This system of staggered renewals was introduced in 1964 as an intermediate phase in the conversion to full computer processing of driver licences. At that time, drivers with birthdates from the 1st to the 19th of the month had their licences programmed for renewal in 1965, and those whose birthdates occurred from the 20th to the 31st were scheduled for renewal in 1966. In 1965, drivers with birthdates from the 1st to the 9th of each month had

their licences renewed, and were scheduled for renewal in 1967. Those with birthdates from the 10th to 19th of each month had their licences renewed, and were scheduled for renewal in 1968.

The cycling of driver licence renewals over three-year periods is thus over two-thirds completed.

During the year, preparations were completed for conversion of the unit record system (punch cards) to computer processing which is to be completed in mid-1966.

## DRIVER EXAMINATION

Before an applicant may be issued an Ontario driver licence he must first pass a four-part examination which tests him for visual acuity, sign recognition, knowledge of the rules of the road and safe driving practices, and his ability to handle a motor vehicle during a road test.

Preliminary tests of vision, sign recognition and rules of the road are also required before a temporary instruction permit is issued. 364,366 persons applied for such permits in 1965. The reasons for failure at first attempt are shown on page 30. Further re-tests brought the total number to 407,749.

During the year, 247,517 persons submitted to driver examinations for reasons shown on page 31. The failure rate at first attempt was 30.2 per cent. Subsequent attempts brought to 329,500 the total number of driver road tests conducted. This is an increase of 12.6 per cent over 1964.

The monthly distribution of preliminary examinations and road tests is shown on pages 30-31. During the peak month of July the number of tests administered totalled 55,461 and 39,074 respectively.

All tests were conducted by trained civil service examiners. Permanent examination centres are provided in 50 cities and towns with additional service provided by examiners travelling to 103 other towns and villages.

New and renewed commercial driving instructor licences brought to 1,125 the number of persons licensed by the Department as instructors. Of 377 applications received, 21 did not meet initial qualifications, and 36.3 per cent of the rest failed the required tests at first attempt.

## DRIVER RECORDS

Under the provisions of the Highway Traffic Act, Section 146, the Registrar of Motor Vehicles is required to maintain a record of every driver. As the driver and vehicle population increases steadily each year, there is a



Driving instructor guiding students at Thames Secondary School, London.

corresponding increase in the number of individual driving records maintained by the Department. It is estimated that more than 1,600,000 of some 2,800,000 licensed drivers have operating records at present showing reported convictions relating to the operation of motor vehicles, reported unsatisfied judgments for damages occasioned by the operation of a motor vehicle, and reported accidents in which the driver is involved. In 1965, over 660,000 convictions, 4,300 judgments and 218,391 notices of involvement in an accident were recorded.

## DRIVER IMPROVEMENT

Driver Improvement deals mainly with those drivers whose operating records reveal a pattern of persistent traffic law violations and/or involvement in accidents. Efforts are primarily directed towards improving the performance and attitudes of the drivers involved.

The Demerit Point System is a method for identifying drivers with records of convictions and provides a method by which drivers may be put on probation or suspended for cause. During the year, 47,157 letters were mailed to drivers informing them of accumulations of 6–8 demerit points and drawing their attention to the need for improved driving. In addition, 13,154 drivers were interviewed at the 9–14 point level. Over the year 2,745 drivers were suspended under the Demerit Point System.

There are a number of drivers with bad operating records who are not subject to the Demerit Point System. The records of drivers in this category are reviewed by the Department and appropriate suspensions applied by the Registrar of Motor Vehicles. During 1965, 307 cases of this type were reviewed and 182 suspensions applied. Before such suspensions are invoked the persons involved have the opportunity to exercise their right to a hearing before the Registrar.

Accident repeaters, drivers involved in fatal accidents, drivers over 70 years of age involved in accidents and all drivers 80 years of age and over were re-examined under the Department's selective driver re-examination programme.

The case histories of drivers with physical or mental conditions that would affect ability to drive safely are reviewed by the Medical Advisory Committee who may recommend to the Registrar that the driver be suspended until pronounced medically fit. During 1965, 3,500 cases were drawn to the attention of the Department from a variety of sources including driver's licence renewal applications. Of this number 3,050 filed medical certificates, and 1,778 were referred to the Medical Advisory Committee; 370 cases resulted in suspension.



Training course for driving instructors at Thames Secondary School, London.

#### MOTOR VEHICLE ACCIDENT RECORDS

The Department maintains a central provincial bureau for the collection and analysis of information relating to motor vehicle traffic accidents. The source of information is the reports of accidents involving personal injury or property damage in excess of \$100 as submitted by the provincial and municipal police. In addition to the tabulation and analysis of the information through the use of electronic data processing equipment, the reports are used to detect dangerous highway conditions, and to identify and deal with drivers who are involved in repeated accidents.

In addition to their uses in traffic engineering and driver improvement, the statistics serve a primary purpose in safety education, in giving direction to law enforcement efforts, and in the development of preventive legislation and action.

In 1965 there were 128,462 accidents reported, involving the loss of 1,611 lives, non-fatal injury to 60,917 persons, and an estimated property damage loss of \$69,117,240.

More detailed information on the accident record for 1965 is provided in the statistical summary (opposite page 44) and in the Department publication, ACCIDENT FACTS, 1965.

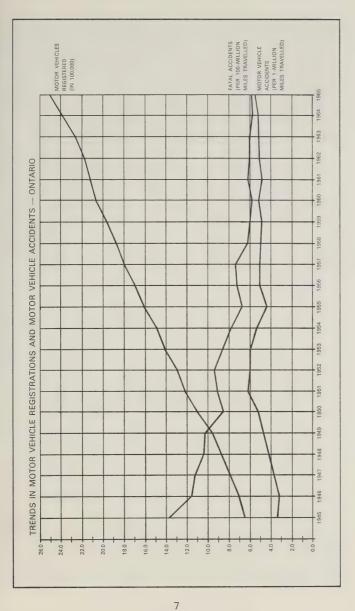
# MOTOR VEHICLE ACCIDENT CLAIMS FUND

During the year quality of service and the early settlement of claims were again the goals of the Motor Vehicle Accident Claims Branch. An information programme was continued in order to acquaint the public with the purposes of The Motor Vehicle Accident Claims Fund. Contact was made with key personnel throughout the Automobile Insurance Industry so that the victim of the hit-and-run driver and the uninsured motorist could be told of the availability of the Fund and directed to it immediately the accident occurred.

Attempts were made to reach the uninsured motorists of the Province reminding them that payment of the uninsured motor vehicle fee did not provide insurance coverage, and that they were still vulnerable to financial loss if involved in an accident for which they were responsible.

Officials of the Claims Branch continue to be available to service clubs, insurance associations and other organizations throughout the Province so that the operation of the Fund will be well understood by those who might find it necessary to seek compensation following an automobile mishap.

The Fund continues to be in a sound financial position. The balance increased from \$13,243,879 to \$17,338,717. A part of this increase was again due to the sale of three-year driver licences which replaced the twelve-month licences previously issued.



It was possible to settle a high percentage of claims by way of the new procedures incorporated in the legislation of 1962, thus avoiding the expense and possible delay of court action. In the fiscal year ending March 31, 1965, some 1,299 claims were settled in this manner. In the fiscal year 1966, the number increased to 1,683. Claims paid following judgments totalled 796.

Total payments from the Fund increased to \$3,521,741 from \$2,831,791. These payments resulted from 2,571 accidents. The Fund has recovered \$762,295 for the year through re-payment procedures.

# HIGHWAY SAFETY

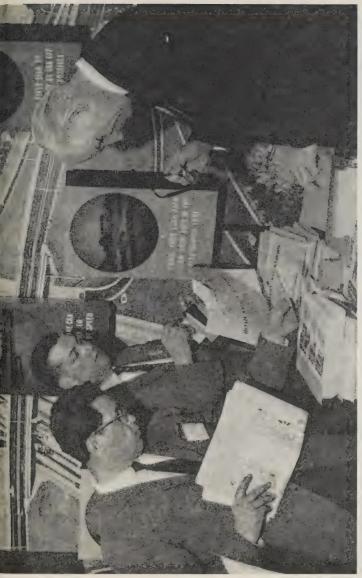
There is a growing public awareness of the need for continuing efforts in this field. This increasing interest has made a correspondingly greater demand on staff members for guidance and assistance.

Much of the Department's activity centred around safety promotion directed towards children. The programme ranges from simple visual displays for pre-schoolers to driver instruction courses for students in secondary schools. By the end of March, 1966, 147 secondary schools in Ontario were offering courses in driver instruction as an extra-curricular activity. Another 60 schools are showing an interest in driver education, as a result of the promotion efforts of the Department, in co-operation with the Department of Education. Representatives of the Department organized and trained personnel for school safety patrols in 22 elementary school districts. In addition, many patrols were set up across the Province by local police officers, trained by the Accident Prevention Organizers of the Department. When a patrol is being trained in a new area, it is customary to train a local police officer at the same time, who will in his turn train other patrols throughout the area.

Among the safety projects programmed for adults was the very successful Road Safety Workshop held in Kingston, with 814 attending. Such workshops are held to bring together a representative group of interested citizens to discuss the motor vehicle accident situation and to recommend measures for preventing such mishaps more effectively in the future. Municipal authorities, business and industrial establishments, police departments, school systems, women's organizations, service clubs, churches, press and other community groups are represented.

Four School Bus Seminars were held in Northern Ontario. The seminars featured panel discussion on the various aspects of school bus operation and films on school bus safety.

Talks and films were presented to service clubs, Home and School and Parent-Teacher organizations, school boards and similar groups. Forty-five radio and television appearances were made. A new film on pedestrian



Distribution of safety literature at Road Safety Workshop, Kingston.

safety entitled "Step in the Right Direction" was produced, adding to the nearly 700 films in the library maintained by the Department for public loan.

The mobile traffic safety display trailer was visited by thousands while on display at 19 fairs and agricultural shows. Representatives of the Highway Safety Branch organized and manned static displays at 23 other exhibitions, fairs and similar public gatherings.

Besides reaching thousands of Ontario people through personal representation at meetings, workshops, and other gatherings, the Department continued to alert many more thousands to the need for safety through the written word. The Ontario Traffic Safety Bulletin was published monthly and distributed to some 20,000 individuals across the Province. Promotion kits and other pieces of literature were given out to specialized groups (new drivers, pre-schoolers and others) as well as to the general public.

The following literature and promotional material were distributed:

School Children Teacher's Manual (Kindergarten)

Teacher's Safety Education Guide

Bookcovers Colouring sheets Wallet cards Posters

Ten Commandments Bicycle Safety

Instruction Book

Skill Test and Examination Forms How to Be an Expert Cyclist

Secondary School Sportsmanlike Driving **Driver Education** 

Teacher's Guide to Driver Instruction

Practice Driving Guide Books

Senior Citizens The Lost Art of Walking

**Driving Tips for Senior Citizens** 

General Driver's Handbook

School Bus Operator's Manual

Freeway Safety

Ontario Demerit Point System

Motor Vehicle Accident Claims Fund and its Operation

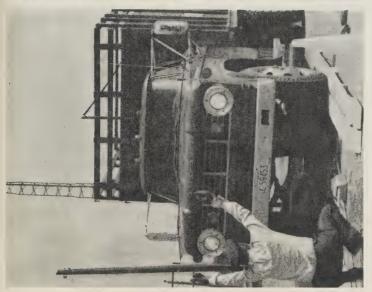
Winter Driving Tips

## VEHICLE SAFETY INSPECTION

Three types of vehicle safety inspection programmes are conducted by the Department. The two permanent safety lanes at Downsview carried out 36,762 complete 38-point mechanical inspections. A further eight portable check lanes were also in operation in the Province. Six of these were made available to municipalities and with the co-operation of municipal councils. police, safety councils and safety clubs, they provided a safety check







service to 70 communities in which 71,929 inspections were made. Two lanes were used in a compulsory programme in co-operation with the Ontario Provincial Police at 35 weigh scale locations throughout the Province. A total of 23,342 inspections were conducted in this programme.

School vehicles and school buses are given vehicle safety checks twice annually. The examinations are in addition to the certificates of mechanical fitness which are required to be filed twice annually. The examination includes the inspection of safety equipment such as mirrors, heater, ventilation, windshield wipers, emergency exits and push-out windows, fire extinguishers, axe and claw bar, alternating lights, and the various signs which are required under the regulations. 9,669 inspections were made in the year under review.

# COMMERCIAL VEHICLE INSPECTION

Inspections of commercial vehicles are conducted to ensure compliance with the weights and sizes provisions of The Highway Traffic Act and also compliance with the provisions of The Public Commercial Vehicles Act, The Public Vehicles Act, and The Motor Vehicle Transport Act (Canada).

Through the operation of 45 weigh stations, 10 portable weighing devices and the activities of 32 patrol inspectors, 1,340,502 examinations were made of commercial motor vehicles during the year which resulted in 8,728 convictions being registered. Of these, 5,466 were convictions for gross weight overloading.

RESULTS OF PROSECUTIONS BY THE VEHICLE INSPECTION BRANCH, JANUARY 1-DECEMBER 31, 1964 AND 1965

STATUTORY	SECTION OF ACT	CONVICTIONS		
AUTHORITY	SECTION OF ACT	1964	1965	
	Sec. 2-1 (a): No operating licence	336	410	
Public Commercial	Sec. 2-1 (b): Operating in contravention	375	417	
Vehicles Act	Sec. 2-3: No vehicle licence	293	279	
	Other infractions	118	137	
Motor Vehicle Fransport Act (Canada)	Sec. 3-1: No operating licence and operating in contravention.	230	245	
Highway	Sec. 54-1: Excess gross weight	4,871	5,466	
Traffic Act	Other infractions	1,636	1,736	
Public Vehicles Act.		3	14	
Motor Vehicle Fuel	Tax Act	30	24	
тот	AL	7,892	8,728	

During 1965, the inspection staff checked garages, parking lots, used car lots, and wrecking yards in the Province. These inspections were made to ensure that the premises were licensed and the necessary records kept as required by The Highway Traffic Act. There were 14,640 of these inspections made.

#### TRAFFIC ENGINEERING

In the area of traffic engineering the Department provides an advisory service to municipalities on technical matters relating to the control of local traffic, and continues to develop and encourage the application of recognized traffic control techniques throughout the Province. In addition, the Department effects the uniformity of local traffic regulations throughout the Province by scrutinizing municipal by-laws submitted for approval.

During the period under review, 68 requests for assistance were received from municipalities, 52 reports were completed, and 16 projects were in progress. Representatives of the Department also visited 117 municipalities to provide various forms of technical advice or assistance.

A total of 2,018 items concerning traffic by-laws were dealt with, consisting of 1,344 by-laws, 377 signal lights and 297 miscellaneous.

The programme of permanent vehicle counting stations in urban areas, which was embarked upon the previous year, has been continued with the addition of two more locations. This data will be used in traffic operation and planning evaluations.

# METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

The Metropolitan Toronto and Region Transportation Study, one of the largest and most comprehensive transportation studies ever undertaken in Canada has, as its assignment, "to study and report on an overall transportation policy for Metropolitan Toronto and surrounding municipalities".

The Study was instituted as a result of concern, on the part of both Provincial and Metropolitan Toronto authorities, with a mounting cost for expansion of rapid transit facilities and urban freeways in the Toronto area. The Study Area as delineated, encompasses roughly 3,200 square miles and 85 municipalities, and extends from Oshawa on the east, to Hamilton and Guelph on the west, and north to Barrie.

Throughout its existence the Study has received invaluable assistance from a number of Provincial departments, including Highways and Municipal Affairs, as well as from the Municipality of Metropolitan Toronto, Canadian Pacific and Canadian National Railways.

A series of significant studies have been completed, including one which recommended a trial commuter rail service — soon to be started — along the lakeshore corridor, east and west of Toronto.

Now in its third and final year, the Study is rapidly proceeding towards recommendations to the Provincial government in 1967.

During 1965–66 the work finalized included the analysis of a regional home interview survey, undertaken in 1964 in collaboration with Metro Toronto. These results were adapted into trip prediction model formulae. During this same period, traffic data components were compiled and research undertaken to adapt the model for regional use, including development of a technique to determine the likely distribution of persons travelling between the three modes, namely automobile, transit and commuter rail.

During the formation of the Study, it was proposed that a series of public hearings should be held, to hear the views of the people in the region, with regard to their transportation requirements. Advertisements in newspapers and invitations to municipalities and organizations early in 1965, resulted in a series of hearings being held in the fall. A total of 22 briefs were submitted. It is felt that the views contained in these presentations are a worthwhile contribution to the Study programme, and will undoubtedly influence the final conclusions and recommendations.

Early in 1965, a consultant, assisted by a sub-committee of the Study, reviewed the existing financial and administrative policies for transportation in the region. The findings were published in a report entitled "Administrative and Financial Structure of Transportation in the Study Area", and tabled in the last Legislature. Work is now underway in assembling material arising from this report, and in making recommendations for transportation policies for the future.

The Study is planning and designing the necessary monitoring evaluation surveys for Go-Transit, the commuter rail trial project.

Towards the close of the 1965–1966 Fiscal Year, the Honourable Irwin Haskett succeeded the Minister of Highways as Chairman of the Executive Committee; the Minister of Municipal Affairs, the Honourable J. W. Spooner was appointed Vice-Chairman; the Minister of Economics and Development the Honourable S. J. Randall was appointed a member of the Committee; and the Minister of Highways, the Honourable C. S. MacNaughton, and the Chairman of the Municipality of Metropolitan Toronto, Mr. W. R. Allen, Q.C., continued as members of this Committee.

# STATEMENT OF REVENUE FOR THE FISCAL YEARS ENDING MARCH 31, 1966 AND 1965

Motor Vehicle Administration	YEAR ENDING 1966	MARCH 31 1965
Permits and Licences:		
Passenger	\$42,927,287.10	\$39,757,916.55
Trucks and Tractors	27,466,619.50	27,143,214.80
Buses	1,137,560.50	1,018,108.75
Dual Purpose	3,517,143.00	3,240,906.15
Trailers	7,043,158.55	6,841,964.55
Motorcycles	313,151.50	108,673.20
Dealers	109,412.50	104,816.50
Operators and Chauffeurs	3,864,016.99	1,595,908.96
Instruction	751,067.20	659,939.80
In Transits	26,697.70	21,130.90
Garages	335,288.50	366,006.50
Driving Instructors	20,250.00	18,342.00
Fees:		
Transfers	1,072,056.40	997,267.40
Public Vehicles	326,448.95	357,451.06
Public Commercial Vehicles	3,791,611.63	3,715,597.72
Duplicate Permits and Licences	88,076.00	80,162.50
Searches, Certificates and Abstracts	561,161.10	372,783.45
Lists	28,992.50	33,889.73
Examinations	931,858.00	833,013.00
Special Studies	69,531.52	
Miscellaneous	16,237.51	5,644.43
	\$94,397,626.65	\$87,272,737.95
Less: Due from Head Office and Agents	34,857.21	
	\$94,362,769.44	\$87,272,737.95
Fines	1,588,153.43	1,412,457.84
Ontario Highway Transport Board		
Fees	177,056.37	126,142.28
NET ORDINARY REVENUE	\$96,127,979.24	\$88,811,338.07

# STATEMENT OF EXPENDITURE FOR THE FISCAL YEARS ENDING MARCH 31, 1966 AND 1965

YEAR ENDING MARCH 31

	19	066	19	065
	\$		\$	
Main Office				
Salaries	458,068.04		420,742.31	
Travelling Expenses	7,215.41		11,408.03	
Maintenance	22,983.38		24,439.74	
Unemployment Insurance	6,255.80		5,427.33	
Fees and Expenses — Special Studies and Research	426,649.75		397,082.05	
Minister's Salary	12,000.00		12,000.00	
		\$ 933,172.38		\$ 871,099.46
Ontario Highway Transport Boa	rd			
Salaries	178,458.83		156,461.79	
Travelling Expenses	2,481.70		3,160.90	
Maintenance	15,397.62		9,276.53	
		196,338.15		168,899.22
Highway Safety Branch				
	04 000 50		00.040.04	
Salaries	91,662.56		88,619.04 13,597.02	
Travelling Expenses	14,545.97 21,016.24		21,963.85	
Highway Safety Publicity	316,153.57		324,252.94	
Grants —	310,133.37		024,202.04	
Ontario Safety League	15,000.00		15,000.00	
Ontario Traffic Conference	5,000.00		5,000.00	
Canadian Highway Safety	4000000		40.000.00	
Council	10,000.00		10,000.00	
		473,378.34		478,432.85
Motor Vehicle Administration				
Salaries	4,375,719.87		3,808,108.74	
Travelling Expenses	192,513.04		173,569.57	
Maintenance	1,086,561.98		1,029,721.91	
Advertising	48,225.28		49,836.24	
Registration—Plates and Supplies.	673,109.25		603,677.53	
Professional, Legal and Witness Fees	26,243.16		24,817.93	
		6,402,372.58		5,689,731.92
TOTAL ORDINARY EXPENDIT	URE	\$8,005,261.45		\$7,208,163.45

# MOTOR VEHICLE ADMINISTRATION EXPENDITURE BY NATURE OF SERVICE

SERVICE	TOTAL
Salaries	
SUB-TOTAL	5,365,836.14
Maintenance: General Office Supplies and Equipment (all Branches)	288,958.75 48,225.28
Registration: Plates and Supplies	673,109.25 26.243.16
TOTAL	

<sup>\*</sup> For a breakdown by branch, see table below.

# SALARIES, TRAVELLING EXPENSES AND MAINTENANCE BY BRANCH

BRANCH	SALARIES	TRAVELLING EXPENSES	MAINTENANCE	TOTAL
Driver Examination	\$ 1,053,064.16 737,092.30 857,207.18 1,558,975.73 169,380.50	\$ 77,007.81 12,573.44 71,935.01 28,007.50 2,989.28	\$ 109,882.75 73,876.84 121,607.75 489,059.37 3,176.52	\$ 1,239,954.72 823,542.58 1,050,749.94 2,076,042.60 175,546.30
TOTAL	4,375,719.87	192,513.04	797,603.23	5,365,836.14

# MOTOR VEHICLE ACCIDENT CLAIMS FUND THE MOTOR VEHICLE ACCIDENT CLAIMS ACT FISCAL YEAR ENDING MARCH 31, 1966

\$13,243,879,76

Credit Balance on March 31, 1965.....

Receipts:	
Fees on issue or renewal of Chauffeurs' or Operators' Licences \$3,936,328,36	
Fees on issue of Permits for Motor Vehicles by	
Uninsured Owners	
Interest credited on balance in Fund as at December 31, 1965. 709,801.36	
	0.100.141.00
	8,198,141.08
	\$21,442,020.84
Disbursements:	
Judgments paid including costs (Sec. 6, 11 & 14)         \$2,957,882.87           Claims Paid (Sec. 5)         563,858.81	
Administration Expenses (Sec. 2)	
	4.103.303.52
Credit Balance on March 31, 1966	\$17,338,717.32

# MOTOR VEHICLE ACCIDENT CLAIMS FUND - STATEMENT OF OPERATIONS FROM INCEPTION JULY 1, 1947 TO MARCH 31, 1966

L	THOM INCEPTION JOET 1, 1947 TO MANCH ST, 1966	JIN JOET I,	1347 10 1417	אוי ופ	00		
	For 14 Years July 1, 1947 to March 31, 1961	1962	1963	1964	1965	1966	TOTALS
Receipts.  Driver's Fee (\$1.00 Annually). Uninsured Motor Vehicle Fee* Repayments by Debtors. Interest on Fund Balance (Sec. 2 (7) — effective 1st July 1962).	\$ 21,035,006.00 5,250,085.00 1,629,124.91	\$ 2,473,754,00 1,506,690,00 366,581,94	\$ 2,537,811.00 1,459,691.10 457,118.19 240,675.77	\$ 4,823,542.61 1,470,647.60 604,441.11 348,127.60	\$ 1,639,998.48 1,823,610.15 683,647.25 533,503.80	\$ 3,936,328.36 2,789,715.75 762,295.61 709,801.36	\$ 36,446,440.45 14,300,439.60 4,503,209.01 1,832,108.53
TOTAL RECEIPTS	27,914,215.91	4,347,025.94	4,695,296.06	7,246,758.92	4,680,759.68	8,198,141.08	57,082,197.59
Payments Claim Cases† (Sec. 6 — cases settled without court action) Judgment Cases (Sec. 6 — cases where judgment			155,600.98	348,403.86	394,992.14	563,858.81	1,462,855.79
has been secured against a known owner and/or operator)	19,083,829.62	2,808,365.42	3,574,046.09	2,874,541.70	2,163,831.00	2,582,898.52	33,087,512.35
and non-resident vehicles. Judgment recovered against Registrar for personal injury only) Administration Costs (Sec. 2 (8) — effective 1st	1,635,214.61	329,603.12	398,504.21	290,610.55	272,967.90	374,984.35	3,301,884.74
July 1962)	:	:	306,378.47	495,509.08	507,778.00	581,561.84	1,891,227.39
TOTAL PAYMENTS	20,719,044.23	3,137,968.54	4,434,529.75	4,009,065.19	3,339,569.04	4,103,303.52	39,743,480.27
Balance in Fund	7,195,171.68	8,404,229.08	8,664,995.39	11,902,689.12	13,243,879.76	17,338,717.32	:
Cases Paid Clain Casest Udgment Casest Hit and Run Cases.	7,052	1,059	1,437	1,230 1,111 73	1,299 765 78	1,683 796 92	4,813 12,220 837
TOTAL	7,518	1,116	2,109	2,414	2,142	2,571	17,870

<sup>\*</sup> From 1958 to 1961 inclusive a \$5.00 uninsured motor vehicle fee was collected with the registration of each uninsured vehicle. This fee was raised to \$20.00 in 1962. † Claim Cases: - Legislation effective 1st July 1962.

# VEHICLE REGISTRATIONS FROM 1903

				1		ı	1
		TRUCK				TOTAL	
LICENCE		AND		DUAL	MOTOR-	MOTOR	
YEAR*	PASSENGER	TRACTOR	BUS	PURPOSE	CYCLE	VEHICLE	TRAILER
1903	178					178	
1904	535					535	
1905	553					553	
1906	1,176					1,176	
1907	1,530					1,530	
1908	1,754					1,754	
1909	2,452					2,452	
1910	4,230					4,230	
1911	11,339					11,339	
1912	16,268				1,754	18,022	
1913	23,700		tor		2,900	26,600	
1914	31,724		rac		3,633	35,357	
1915	42,346		id t		4,174	46,520	
1916	51,589	2,786	< ar		4,287	58,662	
1917	78,861	4,929	Jon.		5,180	88,970	
1918	101,599	7,529	t t		5,002	114,130	
1919	127,860	11,428	Wit		5,516	144,804	
1920	155,861	16,204	ncluded with truck and tractor		5,496	177,561	
1921	181,978	19,554	onic		4,989	206,521	327
1922	210,333	24,164	Ĕ		4,799	239,296	463
1923	245,815	28,612			4,325	278,752	591
1924	271,341	31,488			3,941	306,770	778
1925	303,736	34,690			3,748	342,174	1,058
1926	343,992	39,012			3,345	386,349	1,398
1927	386,903	43,442			3,159	433,504	1,962
1928	429,426	54,714			3,197	487,337	3,281
1929	473,222	55,218		8,226	3,541	540,207	4,903
1930	490,906	61,690		5,986	3,924	562,506	7,111
1931	489,713	64,256		4,177	4,070	562,216	9,996
1932	462,923	61,347		3,239	4,088	531,597	12,998
1933	453,314	59,129	631	2,909	4,370	520,353	16,311
1934	470,617	63,771	665	2,724	4,468	542,245	19,871
1935	489,610	66,886	704	2,370	4,506	564,076	24,232
1936	514,211	69,924	769	t	4,553	589,457	27,930
1937	541,802	74,867	820	1,847	4,582	623,918	31,771
1938	580,364	80,758	884	1,876	5,206	669,088	39,059
1939	593,693	81,246	960	1,893	5,099	682,891	41,586
1940	610,576	84,980	1,058	1,855	5,403	703,872	44,650

VEHICLE REGISTRATIONS (Cont'd)

LICENCE		TRUCK AND		DUAL	MOTOR-	TOTAL MOTOR	
YEAR*	PASSENGER	TRACTOR	BUS	PURPOSE	CYCLE	VEHICLE	TRAILER
1941	636,624	93,754	1,268	1,654	5,894	739,194	48,739
1942	611,897	94,318	1,518	1,543	6,104	715,380	48,795
1943	586,036	96,103	1,614	1,447	6,415	691,615	48,426
1944	568,223	97,869	1,743	1,321	5,901	675,057	48,900
1945	555,461	98,339	1,895	1,279	5,745	662,719	53,004
1946	585,604	115,002	2,215	1,303	6,982	711,106	61,114
1947	645,252	137,990	2,940	1,294	9,471	796,947	65,714
1948	698,384	159,388	3,201	1,199	11,086	873,258	69,425
1949	771,709	180,143	3,455	1,035	13,027	969,369	71,521
1950	881,143	199,188	3,612	6,428‡	13,709	1,104,080	72,519
1951	958,082	221,310	3,961	8,275	13,470	1,205,098	73,495
1952	1,024,816	239,675	3,916	9,939	13,407	1,291,753	74,937
1953	1,117,175	258,075	3,848	13,707	13,314	1,406,119	80,673
1954	1,187,725	268,269	3,972	17,560	12,454	1,489,980	86,839
1955	1,292,133	283,837	4,105	25,457	12,321	1,617,853	93,829
1956	1,365,874	293,049	4,280	35,385	11,652	1,710,240	100,472
1957	1,431,438	299,990	4,578	45,971	11,522	1,793,499	109,150
1958	1,492,039	303,473	4,844	58,418	10,148	1,868,922	119,917
1959	1,573,365	311,074	5,198	74,014	10,086	1,973,737	132,743
1960	1,640,346	314,291	5,899	92,587	9,361	2,062,484	136,514
1961	1,686,149	316,669	6,213	108,295	8,944	2,126,270	144,180
1962	1,718,413	322,888	6,818	121,706	7,323	2,177,148	154,404
1963	1,790,788	326,556	7,145	136,090	7,741	2,268,320	159,131
1964	1,877,443	334,759	7,598	151,085	10,334	2,381,219	161,977
1965	1,976,625	344,519	8,395	163,071	24,070	2,516,680	167,027

<sup>\*</sup> Licence plates bearing the number of a particular year are issued from January 1 of that year for a period of approximately 14½ months. However, the number issued after December 31 is relatively very small.

<sup>†</sup> Included with passenger cars.

<sup>‡</sup> Beginning in 1950, station wagons and similar vehicles included in dual purpose.

# LICENCES AND PERMITS ISSUED, 1961-1965\*

CLASS OF LICENCE OR PERMIT	1961	1962	1963	1964	1965
Drivers' Licences Operators Chauffeurs	1,512,054 902,561	1,545,118 921,928	1,602,153 952,862	1,687,302‡ 1,006,721‡	} 1,826,092†
TOTAL	2,414,615	2,467,046	2,555,015	2,694,023	1,826,092†
Other Documents Instruction permits Transfers Transfers (dealers) "In Transit" permits Manufacturers' and dealers' permits Motorcycle dealers' permits	330,085 451,496 384,958 28,490 2,990	309,261 430,321 387,538 34,489 3,061	313,862 496,794 455,111 23,505 3,226	356,995 545,190 473,984 24,077 3,547	374,501 627,506 546,576 27,146 3,785
TOTAL	1,198,035	1,164,687	1,292,514	1,403,818	1,579,594

<sup>\*</sup> Excluding motor vehicle and trailer permits.

‡ Estimated.

† Two-thirds of driver licences renewed in 1965.

PASSENGER, COMMERCIAL AND DUAL PURPOSE VEHICLE REGISTRATIONS BY CITIES, 1964 AND 1965

CITIES	PASSE	PASSENGER	COMMERCIAL	RCIAL *	DUAL F	DUAL PURPOSE	TOTAL	AL
	1964	1965	1964	1965	1964	1965	1964	1965
Barrie	8,842	9,839	1,460	1,595	964	787	11,266	12,221
Belleville	10,894	11,708	1,722	1,988	1,062	937	13,678	14,633
Brantford	18,893	21,174	2,917	2,926	1,437	1,694	23,247	25,794
Brockville	6,981	6,939	934	944	658	555	8,573	8,438
Chatham	11,114	12,381	2,155	2,670	843	066	14,112	16,041
Cornwall	10,719	11,035	1,635	1,599	830	883	13,184	13,517
Fort William	13,642	14,317	2,439	2,746	1,228	1,145	17,309	18,208
Galt	9,317	11,194	1,233	1,444	800	895	11,350	13,533
Guelph	13,682	15,604	1,967	2,185	1,028	1,248	16,677	19,037
Hamilton	77,379	84,933	10,265	10,443	5,564	6,795	93,208	102.171
Kingston	18,641	21,198	2,520	2,758	1,835	1,696	22,996	25,652
Kitchener	24,123	28,531	3,228	4,051	2,240	2,282	29,591	34,864
London	54,211	60,534	6,697	7,587	4,728	4,843	65,636	72,964
Niagara Falls	16,559	18,447	2,062	2,301	1,421	1,476	20,042	22,224
North Bay	10,731	11,602	1,627	1,786	1,133	928	13,491	14,316
Oshawa	21,492	25,740	2,633	2,949	1,905	2,059	26,030	30,748
Ottawa	94,018	107,046	9,270	10,868	8,740	8,564	112,026	126,478
Owen Sound	6,309	6,582	971	1,046	478	526	7,758	8,154
Peterborough	17,069	17,785	2,487	2,585	1,395	1,423	20,951	21,793
Port Arthur	13,676	15,036	2,941	3,220	1,289	1,203	17,906	19,459
St. Catharines	28,531	32,064	3,920	4,181	2,168	2,565	34 619	38,810
St. Thomas	10,337	10,247	1,410	1,433	630	820	12,377	12,500
Sarnia	18,945	19,499	2,065	2,328	1,732	1,560	22,742	23,387
Sault Ste. Marie	18,480	21,308	3,728	4,316	2,010	1,705	24,218	27,329
Stratford	6,910	7,890	1,068	1,155	592	631	8,570	9,676
Sudbury	21,254	22,046	3,342	3,529	1,854	1,764	26,450	27,339
Timmins	5,753	6,317	1,394	1,763	029	202	7,797	8,585
Toronto (Greater)	503,582	520,497	80,129	70,773	38,294	41,640	622,005	632,910
Waterloo	7,366	9,451	789	896	640	756	8,795	11,175
Welland	11,988	13,446	1,565	1,898	979	1,076	14,532	16,420
Windsor (Greater)	49,524	25,099	5,840	5,942	3,357	4,408	58,721	65,449
Woodstock	8,332	8,961	1,594	1,615	621	717	10,547	11,293
TOTAL	1,149,292	1,238,450	168,007	167,592	93,105	99.076	1,410,404	1.505.118

<sup>\*</sup> Trucks, tractors and buses.

# 1965 PASSENGER, COMMERCIAL AND DUAL PURPOSE MOTOR VEHICLE REGISTRATIONS BY COUNTY AND DISTRICT

COUNTY	PASSENGER	COMMERCIAL*	DUAL PURPOSE	TOTAL
Algoma	28,762	6,828	2,369	37,959
Brant	27,059	4,602	2,309	33,890
Bruce	13,362	3,956	1.099	18,417
Carleton	116,897	13.149	9,541	139,587
Cochrane	19,145	4,970	1,578	25,693
Oufferin	5,020	1,628	414	7.062
oundas	5,178	1,424	426	7,002
Ourham	12,815	2,678	1.056	16,549
lgin	20,220	4,960	1,668	26,848
	80,826	12,349	6,666	99,841
rontenac	27,596	4,693	2,276	34,565
Blengarry	4,238	1,433	349	6,020
Grenville	3,543	1,466	289	5,298
	18,265	4.250	1,504	24.019
arey	9,909	3.031	815	13,755
	2.219	938	181	3,338
laliburton	48,192	5,843	3,974	58,009
lalton	29.097	6.144		37,640
lastings	15,802	4,161	2,399	21,265
luron	9,565	3,312	1,302 786	13,663
enora	27.984	7,949	2.307	38,240
ent	27,984	6,378	,	38,240
ambton		2,722	2,469	
anark	11,017		906	14,645
eeds	13,809	3,104	1,139	18,052
ennox & Addington.	6,191	1,765	508	8,464
incoln	45,708	7,826	3,769	57,303
Manitoulin	2,149	848	176	3,173
Middlesex	74,890	12,381	6,176	93,447
/luskoka	7,805	2,543	643	10,991
lippissing	16,651	3,670	1,372	21,693
lorfolk	15,256	5,043	1,258	21,557
lorthumberland	11,683	2,865	962	15,510
ntario	50,886	7,179	4,196	62,261
xford	24,354	6,159	2,008	32,521
arry Sound	7,284	2,684	598	10,566
'eel	54,018	8,251	4,458	66,727
Perth	18,257	4,492	1,504	24,253
Peterborough	22,407	4,171	1,845	28,423
rescott	5,851	1,751	480	8,082
Prince Edward	6,445	1,790	531	8,766
Rainy River	5,731	1,843	470	8,044

# VEHICLE REGISTRATIONS BY COUNTY AND DISTRICT (Cont'd)

COUNTY	PASSENGER	COMMERCIAL *	DUAL PURPOSE	TOTAL
Renfrew	17,061	4,291	1,405	22,757
Russell	4,542	1,393	373	6,308
Simcoe	41,584	9,552	3,430	54,566
Stormont	14,464	2,706	1,192	18,362
Sudbury	38,942	7,907	3,213	50,062
Temiskaming	10,509	3,337	866	14,712
Thunder Bay	37,298	8,328	3,074	48,700
Victoria	9,148	2,569	754	12,471
Waterloo	64,897	9,803	5,350	80,050
Welland	53,945	7,966	4,449	66,360
Wellington	27,441	5,576	2,261	35,278
Wentworth	110,703	14,628	9,131	134,462
York	590,041	79,234	48,877	718,132
TOTAL	1,976,625	344,519	163,071	2,484,215

<sup>\*</sup> Estimated.

# SPECIAL PERMITS ISSUED, 1961-1965\*

CLASS OF PERMIT	1961	1962	1963	1964	1965
S. (Single trip)	10,060 930 9,269	10,706 1,675 10,040	8,087 2,261 11,221	7,717 2,101 11,592	6,878 2,405 11,830
TOTAL	20,259	22,421	21,569	21,410	21,113

<sup>\*</sup> Special Permits are issued pursuant to Section 53(1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed in Section 52 or 58 of the Act.

# GARAGE LICENCES ISSUED, 1961-1965

CLASS OF LICENCE	1961	1962	1963	1964	1965
A*	9,299	9,830	10,315	10,805	10,412
B†	4,989	4,945	4,341	4,476	4,624
C‡	949	957	955	1,016	1,068
TOTAL	15,237	15,732	15,611	16,297	16,104

<sup>\*</sup> A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.

<sup>†</sup> B: Licence to service and repair motor vehicles.

<sup>‡</sup> C: Licence to buy and wreck motor vehicles.

#### PUBLIC VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1962-1966

CLASS OF LICENCE	1962	1963	1964	1965	1966
Intra-Provincial Extra-Provincial (Class X) School Vehicle	243 155 2,233	270 164 2,260	282 178 2,450	287 193 2,530	296 208 2,458
TOTAL	2,631	2,694	2,910	3,010	2,962

# PUBLIC VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1962–1966

CLASS OF LICENCE	1962	1963	1964	1965	1966
Intra-Provincial Extra-Provincial (Class X) School Vehicle	2,927 18 3,296	3,023 17 3,411	3,252 19 3,626	3,459 13 3,925	3,668 21 4,346
TOTAL	6,241	6,451	6,897	7,397	8,035

# PUBLIC COMMERCIAL VEHICLE OPERATING LICENCES IN EFFECT, LICENCE YEARS ENDING MARCH 31, 1962-1966

CLASS OF LICENCE	1962	1963	1964	1965	1966
A	187	188	233	240	253
В	28	25	23	22	22
С	443	407	388	378	359
D	862	933	937	1,086	999
E	679	691	637	635	602
F	5,291	5,299	5,186	5,354	5,551
FS	338	349	343	345	345
Н	159	158	187	189	187
K	147	143	143	154	148
L	64	57	58	55	58
X *	437	441	476	446	487
X only	312	340	329	382	372
TOTAL	8,947	9,031	8,940	9,286	9,383

- A: Service between places on the King's Highway.
- B: Service between places not on the King's Highway.
- C: Service on a continuous trip from one consignor to one or more consignees; or goods consigned to one consignee.
- D: Specified commodities, or for a named shipper.
- E: Milk and cream exclusively.
- F: Livestock, coal, rough lumber, bricks, tile, cement blocks, garbage, cement, cinder blocks, sand, gravel, rubble, slag, earth, turf, crushed or uncut rock and stone, or material named for use in road construction.
- FS: Goods to and from farms.
- H: New and used uncrated furniture and fixtures when equipment of a dwelling, institution, office, hospital, factory or museum, also objects of art, displays and exhibits.
- K: Commodities such as heavy machinery which cannot be carried on a standard vehicle due to size and weight.
- L: Transportation of freight between U.S. jurisdictions through Ontario.
- X: Extra-provincial undertakings.
- \* Holders of these 'X' licences also held other classes of licence.

#### PUBLIC COMMERCIAL VEHICLES LICENSED, LICENCE YEARS ENDING MARCH 31, 1962-1966

CLASS OF LICENCE†	1962	1963	1964	1965	1966
A B C D E F FS H K X only X Reciprocity	11,780 99 3,692 5,386 1,129 9,247 744 1,096 406 3,710	12,254 100 3,995 5,479 1,123 9,927 779 1,175 430 3,073 886	13,021 75 4,035 5,813 1,111 10,318 806 1,288 434 2,482 1,676	14,823 78 4,276 5,763 1,108 11,027 853 1,384 479 2,647 1,694	16,239 88 4,524 5,965 1,093 11,845 892 1,467 491 3,079 2,029
X Special *	133 37,422	39,462	255 41,314	330 44,462	389 48,101

<sup>†</sup> For description of classes, see below.

# RATIO OF PUBLIC COMMERCIAL VEHICLES TO OPERATING LICENCES,\* LICENCE YEARS ENDING MARCH 31, 1957-1966

LICENCE					CLASS	OF LIC	ENCE			
YEAR	А	В	С	D	E	F	FS	Н	К	ALL CLASSES*
1957 1958 1959 1960 1961 1962 1963 1964 1965	45.28 48.49 48.82 60.65 63.38 62.99 65.18 55.88 61.76 64.18	2.74 3.00 3.66 4.40 3.47 3.54 4.00 3.26 3.54 4.00	4.88 5.79 6.84 8.51 8.96 8.33 9.81 10.39 11.31 12.60	6.37 7.04 6.59 6.45 6.20 6.25 5.87 6.20 5.30 5.97	1.41 1.53 1.52 1.62 1.63 1.66 1.62 1.74 1.74	1.53 1.69 1.68 1.61 1.81 1.75 1.87 1.98 2.05 2.13	1.97 1.97 2.08 1.96 2.15 2.20 2.23 2.34 2.47 2.58	6.07 6.15 6.22 6.43 6.72 6.89 7.43 6.88 7.32 7.84	2.52 2.54 2.71 2.80 2.80 2.76 3.00 3.03 3.11 3.31	3.36 3.78 3.79 3.89 4.24 4.18 4.30 4.56 4.73 5.12

A: Service between places on the King's Highway.

<sup>\*</sup> Transferable plates: for use on U.S. registered trailers when hauled by tractors owned by licencees holding an extraprovincial operating licence for that purpose.

B: Service between places not on the King's Highway.

C: Service on a continuous trip from one consignor to one or more consignees; or goods consigned to one consignee.

D: Specified commodities, or for a named shipper.

E: Milk and cream exclusively.

F: Livestock, coal, rough lumber, bricks, tile, cement blocks, garbage, cement, cinder blocks, sand, gravel, rubble, slag, earth, turf, crushed or uncut rock end stone, or material named for use in road construction.

FS: Goods to and from farms.

H: New and used uncrated furniture and fixtures when equipment of a dwelling, institution, office, hospital, factory or museum, also objects of art, displays and exhibits.

K: Commodities such as heavy machinery which cannot be carried on a standard vehicle due to size and weight.

L: Transportation of freight between U.S. jurisdictions through Ontario.

X: Extra-provincial undertakings.

<sup>\*</sup> Excluding Classes L and X.

# VEHICLE PERMITS ISSUED PURSUANT TO INTERPROVINCIAL RECIPROCITY AGREEMENTS, 1965

CLASS	COMMERCIAL	TRAILER	TOTAL
For-hire Carriers			
Alberta	234	587	821
British Columbia	38	208	246
Manitoba	246	623	869
New Brunswick	32	45	77
Saskatchewan	8	8	16
TOTAL	558	1,471	2,029
Private Carriers			
British Columbia	1	1	2
Manitoba	52	39	91
Saskatchewan	1	1	2
TOTAL	54	41	95
GRAND TOTAL	612	1,512	2,124

# FIRST ATTEMPT RESULTS OF DRIVER EXAMINATIONS, 1965 (VISION, SIGN RECOGNITION, AND RULES OF THE ROAD TESTS)

REASONS FOR TESTS	NUMBER TESTED	PASSED		FAILED			
TEAGONG FOR FESTS		NUMBER	%	NUMBER	%		
Application for licence	339,101	294,184	86.8	44,917	13.2		
buses	2,769	2,348	84.8	421	15.2		
drivers	22,012	18,818	85.5	3,194	14.5		
drive school buses	484	417	86.2	67	13.8		
TOTAL	364,366	315,767	86.7	48,599	13.3		

These tests are conducted for the following reasons:

<sup>(</sup>a) drivers 80 years and over;

<sup>(</sup>b) drivers 70 years and over involved in accidents;

<sup>(</sup>c) accident repeaters;
(d) drivers involved in fatal accidents;
(e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act).

# REASONS FOR FIRST ATTEMPT FAILURES, DRIVER EXAMINATIONS, 1965 (VISION, SIGN RECOGNITION, AND RULES OF THE ROAD TESTS)

REASONS FOR TESTS	NUMBER OF	VISION		SIGNS AND RULES	
REASONS FOR TESTS	FAILURES	NUMBER	%	NUMBER	%
Application for licence	44,917	1,886	4.2	43,031	95.8
buses	421	23	5.5	398	94.5
drivers	3,194	596	18.7	2,598	81.3
Re-examination of drivers authorized to drive school buses	67	8	11.9	59	88.1
TOTAL	48,599	2,513	5.2	46,086	94.8

<sup>†</sup> These tests are conducted for the following reasons:
(a) drivers 80 years and over;

# TOTAL DRIVER EXAMINATIONS, 1961-1965 - BY MONTH (VISION, SIGN RECOGNITION, AND RULES OF THE ROAD TESTS)

MONTH	1961	1962	1963	1964	1965
January February March April May June July August September October November December	13,175 15,890 18,119 19,701 24,339 28,103 30,202 29,209 26,404 28,314 26,207 19,110	14,571 15,092 18,443 19,302 24,506 27,985 29,897 30,303 26,808 29,002 26,301 17,014	17,943 18,107 20,604 32,841 34,902 35,419 33,306 28,798 29,899 25,867 24,590 22,202	18,668 23,260 28,095 42,188 38,024 43,333 50,759 32,954 33,542 23,407 14,689	19,301 18,458 26,305 48,447 45,023 49,796 55,461 36,385 31,297 34,416 21,881 20,979
TOTAL	278,773	279,224	324,478	368,850	407,749

<sup>(</sup>b) drivers 70 years and over involved in accidents;

<sup>(</sup>c) accident repeaters;

<sup>(</sup>d) drivers involved in fatal accidents;
(e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act).

## FIRST ATTEMPT RESULTS OF DRIVER EXAMINATIONS, 1965 (ROAD TESTS)

REASONS FOR TESTS	NUMBER TESTED	PASSED		FAILED		
NEASONS FOR TESTS		NUMBER	%	NUMBER	%	
Application for licence	229,044	158,096	69.0	70,948	31.0	
buses	2,839 15.154	2,103 12.207	74.1	736	25.9	
Re-examination of drivers authorized to drive school buses	480	408	85.0	72	15.0	
TOTAL	247,517	172,814	69.8	74,703	30.2	

These tests are conducted for the following reasons:

# DRIVER EXAMINATIONS, 1961-1965 — BY MONTH (ROAD TESTS)

MONTH	1961	1962	1963	1964	1965
January February March April May June July August September October November	11,429 10,203 18,476 13,542 25,036 26,712 25,949 28,139 22,573 20,155 18,210	12,186 10,142 13,836 16,235 22,433 24,872 25,241 26,631 21,116 23,502 22,901	14,982 13,075 16,219 18,707 23,735 26,811 31,359 28,672 25,631 27,851 24,444	17,173 16,542 16,970 23,284 25,153 28,491 34,139 26,810 32,546 24,687 24,950	18,045 15,859 16,795 25,345 28,232 33,186 39,074 31,782 32,444 34,739 27,502
December	12,080	14,125	18,992	21,902	26,497
TOTAL	232,504	233,220	270,478	292,647	329,500

# CONVICTIONS REGISTERED UNDER THE HIGHWAY TRAFFIC ACT, 1964 AND 1965

SECTION OF ACT	OFFENCE	1964	1965
6	Failure to register a motor vehicle	472	494
7-1, 25 (3), Reg. 23	Obtain licence fraudulently	195	269
7–2	Failure to notify change of address	4,643	6,448
8	Failure to have number plates	12,210	9,187
9	Failure to notify change of ownership	5,137	4,391
10	Improper use of number plates	3,196	3,032
13	Failure to have operator's licence	14,019	12,053
14	Failure to produce operator's licence	7,506	7,249

<sup>(</sup>a) drivers 80 years and over;

<sup>(</sup>b) drivers 70 years and over involved in accidents;(c) accident repeaters;

<sup>(</sup>d) drivers involved in fatal accidents;

<sup>(</sup>e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act).

# CONVICTIONS REGISTERED (Cont'd)

SECTION OF ACT	OFFENCE	1964	1965
16	Failure to have chauffeur's licence	353	278
17	Failure to produce chauffeur's licence	607	453
18	Operation of motor vehicle by person under 16	230	191
25-2	Unlawful possession of permit	126	117
26	Driving while permit or licence suspended	17	6
31, 32	No garage licence	86	51
33	Improper lights	20,865	25,782
35	Defective brakes	7,821	8,048
37	Faulty equipment (mirror, windshield, etc.)	999	1,066
42	Unnecessary noise	17,429	17,795
48, 49	Unsafe vehicle	961	1,230
51	No name of owner on commercial vehicle	3,887	3,605
52	Overweight re: tires	406	308
54	Load in excess of permit issued	10,865	8,980
56	Overhanging load	1,262	1,184
58	Excessive width or length of vehicle	785	818
59	Speeding (a) 30 mph or more over limit	3,161	3,154
	(b) more than 19 less than 30 mph	19,622	21,404
	(c) more than 10 less than 20 mph	91,466	105,867
	(d) under 11 mph	206,842	184,250
60	Careless driving	12,005	10,063
62	Unnecessarily slow driving	217	243
63, 66, 67, 79 (1)	Failure to yield right of way	3,302	3,690
67a	Pedestrian cross-over		6,565 *
68–1	Improper right turn	2,832	2,433
68 (2) (3) (4) (5) (6)	Improper left turn	9,693	10,742
69 (1) (1a)	Failure to signal for turn	3,978	4,741
62 (a), 64, 70 (4) (6–8)	Failure to obey stop sign, signal light or police officer.	77,943	77,531
71 (4) (6) (7), 73 (1) (2)		4,213	4,522
71 (1) (2) (3)	Failure to share the road	2,213	2,295
72	Driving to left of centre of highway	3,796	3,853
75	Wrong way on one-way street		7,634
76, 77	Improper driving where highway divided into lanes.	2,967	3,493
78 (1) (2), 79 (2)	Following too closely	4,000 102	5,277 140
82 83	Failure to stop for railway signal	112	154
84	Driving through, under or around railway gates Improper opening of vehicle doors	304	283
86. 87	Improper passing of street cars or horses	259	276
88	Failure to use passing beam	2.712	2.977
89 (7) (8)	Failure to have flares or warning lights	364	207
89	Others	1,500	1,733
91	Racing	214	272
94 (2)	Failing to stop for a school bus	271	343
95 (1)	Soliciting rides	89	42
98	Littering highway	241	340
143	Failure to report an accident	1,107	1,232
143 (a)	Failure to remain at scene of accident	794	971
1-10 (u)	Other offences	9,950	7,986
	Other offendes,		7,550
	TOTAL	586,664	587,748
			===

NOTE: Total convictions for both years include convictions registered under the Public Vehicles and Public Commercial Vehicles Acts.

<sup>\*</sup> Pedestrian cross-over violations previously shown under Municipal By-laws—now shown under Highway Traffic Act.

### CONVICTIONS UNDER THE CRIMINAL CODE INVOLVING THE USE OF A MOTOR VEHICLE

SECTION	OF A	ACT	OFFENCE	1964	1965
191 192 193 207			Criminal negligence	7	 5 7
221 (1 221 (2 221 (4	.)		Motor manslaughter. Criminal negligence. Leaving scene of accident.	53 1,739 636	74 1,841 986
222 223 225 (3	,		Dangerous driving	681 10,580 2,602	593 11,253 2,665
220 (0	, (a)		TOTAL	16,298	17,424

### CONVICTIONS UNDER MUNICIPAL BY-LAWS INVOLVING THE USE OF A MOTOR VEHICLE

OFFENCE	1964	1965
Pedestrian cross-over Prohibited turns. Wrong way on one-way street Other by-laws.	2,177 42,237 213 3,839	47,747 131 617
TOTAL	48,466	48,495

<sup>\*</sup> Included in convictions under Highway Traffic Act, page 32.

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### SUMMARY OF CONVICTIONS

STATUTE	1964	1965
Highway Traffic Act Municipal by-laws. Criminal Code. Motor Vehicle Accident Claims Act†.	586,664 * 48,466 16,298 5,678	587,748 48,495 17,424 6,299
TOTAL	657,106	659,966

Due to a ruling by the Appeal Court of Ontario, approximately 50,000 convictions (October 20–December 20, 1963) withheld by Metro Courts pending amendment to the Point System Regulations. These convictions are included in 1964 statistics.

<sup>†</sup> Failure to show proof of insurance or payment of uninsured motor vehicle fee.

### DRIVER DEMERIT POINT SYSTEM, APRIL 1, 1959 TO DECEMBER 31, 1965

	1959	1960	1961	1962	1963	1964	1965
6-Point Level							
Advisory letters issued	4,355	21,278	26,961	36,244	39,495	41,176	47,157
9-Point Level							
Interviews conducted	1,531	4,188	6,733	8,921	10,257	10,852	13,154
Suspensions (2)							
Drivers who reached suspension level through point accumulation	89	1,152	2,380	1,864	1,251	1,641	2,048
Drivers suspended for fail- ure to attend interview	180	260	310	476	432	740	634
Drivers suspended as a result of interview (3)	27	76	90	126	117	112	63
TOTAL suspensions under point system	296	1,488	2,780	2,466	1,800	2,493	2,745

<sup>(1)</sup> Period: April 1 to December 31, 1959.

<sup>(2)</sup> Suspension level raised from 12 to 15 points on July 1, 1962.

<sup>(3)</sup> Because of unfavourable records and/or attitudes.

### SUSPENSIONS OF DRIVERS' LICENCES AND/OR MOTOR VEHICLE PERMITS, 1964 AND 1965

CAUSE OF SUSPENSION	19	964	1965	
By Court as Part of Penalty:				
Criminal negligence. Dangerous driving. Driving while intoxicated. Impaired driving. Failure to remain at scene of accident (HTA & CC). Careless driving. Other offences.	22 312 93 1,401 555 1,408 312		47 566 106 1,727 859 1,321 605	
Domovit Boint Custom.		4,103		5,231
Demerit Point System:  Accumulation of points (15 points)	1,641 740 112		2,048 634 63	
		2,493		2,745
Section 25 H.T.A.:  Mental or physical condition.  Re-examination of driving ability.  Operating record.	458 682 224		370 370 238	
Section 20 H.T.A. Mandatory Suspensions for:		1,364		978
Driving while intoxicated	560 12		504 32	
		572		536
Section 21 H.T.A. Mandatory Suspensions for:  Driving while ability impaired  Dangerous driving	9,021 280		10,571 480	
		9,301		11,051
Section 21b H.T.A. Mandatory Suspensions for: Failure to remain at scene of accident (CC)		1,225		1,188
Section 21c H.T.A. Mandatory Suspensions for:				
Driving while under suspension		2,359		2,604
Section 111(1) H.T.A.:  Until proof of financial responsibility filed		12,098		10,293
Section 113(1) H.T.A. & Sec. 5(5) (6) M.V.A.C.A.:				
Failure to pay claim or judgment		4,352		4,320
TOTAL		37,867		38,946

<sup>\*</sup> Suspension effective only until driver appears for interview.

### PERIODS OF SUSPENSIONS, 1961-1965

PERIOD	1961	1962	1963	1964	1965
	0.400		0.444		44.044
Three months or less	9,192	9,775	9,114	9,180	11,041
six months	6,112	7,203	7,108	6,955	8,412
one year	1,722	1,811	1,873	1,770	2,218
More than one year but not more than two years	441	508	591	579	807
More than two years but not more than	108	98	99	110	188
three years	1,218	1,771	1,598	2,051	1,667
Until judgment paid	2,702 10,706	3,262 10,986	4,261 12,557	4,352 12,870	4,320 14,613
TOTAL	32,201	35,414	37,201	37,867	43,266

### TYPES OF FINANCIAL RESPONSIBILITY FILED, 1964 AND 1965

TYPE	1964	1965
Vehicle Policy. Driver's Policy. Fleet Policy. P.C.V. or P.V.	14,214 2,863 3 3	7,461 1,601 
Surety Bonds.  Money or Securities.  Insurance Letters (A.C.A.).		1 1,844
TOTAL	17,083	10,909

### FINANCIAL RESPONSIBILITY SUSPENSIONS APPLIED AND RESCINDED, 1964 AND 1965

### 1964

OFFENCE	APPLIED	F.R.* FILED	% FILED	EXPIRED† OR CANCELLED‡	TOTAL RESCINDED					
Criminal neg. (192 & 3). Criminal neg. (221-1). Motor manslaughter. Leaving scene of accident (CC). Leaving scene of accident (HTA) †† Dangerous driving. Drunk driving. Impaired driving. Impaired driving. Improper lights †† Defective brakes †† No driver's licence †† Speeding †† Careless driving †† Racing †† Improper turning, etc. †† Failure to report accident †† Other offences †† Failure to satisfy judgment (113). Failure to satisfy judgment (M.V.A.C.A.). Cancellation of proof of F.R. **	14 21  1,713 142 598 653 10,423  8 22 233 54 1,936 77 1,032 110 172 4,506 906 3,446 5,529	2 14 1 810 67 286 6,052 4 5 17 95 25 25 61 2,213 491 1,805 3,318	(14) (67)  (47) (34) (44) (58)  (63) (77) (41) (46) (49) (43) (56) (47) (36) (49) (54) (54)	2 40  515 77 151 402 3,284 1 6 43 416 34 1,588 33 1,089 149 80 165 166 451	4 54 1 1,325 144 354 688 9,336 5 11 60 511 59 2,542 66 1,664 201 141 2,378 657 2,256 4,320					
TOTAL	31,595	17,083	(54)	9,694	26,777					

<sup>\*</sup> Including suspensions applied prior to 1965.

<sup>†</sup> Suspensions had been in effect at least two years, and proof of financial responsibility was no longer required.

<sup>†</sup> Suspensions cancelled for various reasons (convictions quashed on appeal, inaccurately reported, etc.).
† Financial responsibility requirement discontinued for convictions registered after March 25, 1964.

\* Proof of financial responsibility which had been filed was cancelled before the two-year period had expired, and a new suspension was issued.

### FINANCIAL RESPONSIBILITY SUSPENSIONS (Cont'd)

1965

OFFENCE	APPLIED	F.R. * FILED	% FILED	EXPIRED† OR CANCELLED‡	TOTAL RESCINDED
Criminal neg. (192 & 3) Criminal neg. (221-1). Motor manslaughter. Leaving scene of accident (CC). Leaving scene of accident (HTA) †† Dangerous driving. Drunk driving. Impaired driving. Theft of motor vehicle †† Improper lights †† Defective brakes †† No driver's licence †† Speeding †† Careless driving †† Racing †† Improper turning, etc. †† Failure to report accident †† Other offences †† Failure to show proof of insurance. Failure to satisfy judgment (113). Failure to satisfy judgment	27 55  1,776  1,046 610 12,301    6,330 879	2 1 1 580 500 212 174 5,098 2 4 23 2 2 146 4 60 16 14 2,029 263	(7) (2)  (33)  (20) (29) (41)       (32) (30)	9 19  715 88 279 398 4,086  4 25 474 13 1,083 5 644 123 67 1,659 120	11 20  1,295 138 491 572 9,184  6 29 497 15 1,229 9 704 139 81 3,688 383
(M.V.A.C.A.)	3,441 3,920	1,111 1,118	(32) (29)	379 1,208	1,490 2,326
TOTAL	30,385	10,909	(36)	11,398	22,307

<sup>\*</sup> Including suspensions applied prior to 1965.

<sup>†</sup> Suspensions had been in effect at least two years, and proof of financial responsibility was no longer required.

<sup>‡</sup> Suspensions cancelled for various reasons (convictions quashed on appeal, inaccurately reported, etc.).

<sup>††</sup> Financial responsibility requirement discontinued for convictions registered after March 25, 1964.

<sup>\*</sup> Proof of financial responsibility which had been filed was cancelled before the two-year period had expired, and a new suspension was issued.

ALL ACCIDENTS BY MONTH, 1964 AND 1965

MONTH	19	064	19	% CHANGE IN	
	No.	%	No.	%	No. OF ACCIDENTS
January. February. March. (1st Quarter). April. May. June. (2nd Quarter). July. August. September. (3rd Quarter). October. November. December. (4th Quarter).	8,848 8,035 8,692 (25,575) 7,224 8,080 8,190 (23,494) 8,865 10,295 8,745 (27,905) 10,494 10,503 13,261 (34,258)	8.0 7.2 7.8 (23.0) 6.5 7.3 7.4 (21.1) 8.0 9.3 7.9 (25.1) 9.4 9.4 11.9 (30.8)	9,251 12,550 9,867 (31,668) 8,158 8,536 9,365 (26,059) 10,617 10,745 10,787 (32,149) 12,925 11,910 13,751 (38,586)	7.2 9.7 7.7 (24.6) 6.4 6.6 7.3 (20.3) 8.3 8.4 8.4 (25.1) 10.0 9.3 10.7 (30.0)	+ 4.6 +56.2 +13.5 (+23.8) +12.9 + 5.6 +14.3 (+10.9) +19.8 + 4.4 +23.3 (+15.2) +23.2 +13.4 + 3.7 (+12.6)
TOTAL	111,232	100.0	128,462	100.0	+15.5

### ACCIDENTS BY NATURE, 1945-1965

FA				ONAL PROPERTY DAMAGE ONL'			TOTAL		
YEAR	No.	No. (1950 = 100)	No.	No. (1950 =100)	No.	No. (1950 =100)	No.	No. (1950 =100)	
1945	547	81	7,085	51	5,826	20	13,458	31	
1946	629	93	8,541	62	8,186	28	17,356	40	
1947	664	98	9,165	66	12,464	43	22,293	51	
1948	673	99	10,571	76	16,162	55	27,406	63	
1949	725	107	12,126	87	21,621	74	34,472	79	
1950	(678)	(100)	13,871	100	29,132	100	43,681	100	
1951	824	122	15,653	113	38,443	132	54,920	126	
1952	893	132	16,300	118	41,322	142	58,515	134	
1953	920	136	16,639	120	48,307	166	65,866	151	
1954	(897)	(132)	16,810	121	(44,802)	(154)	(62,509)	(143)	
1955	971	143	17,905	129	(44,343)	(152)	63,219	145	
1956	1,008	149	19,358	140	51,033	175	71,399	163	
1957	1,089	161	20,433	147	54,780	188	76,302	175	
1958	(965)	(142)	20,575	148	55,344	190	76,884	176	
1959	1,006	148	21,502	155	59,010	203	81,518	187	
1960	(987)	(146)	23,714	171	62,485	214	87,186	200	
1961 1962	1,098	162 168	25,643	185	(58,836)	(202)	(85,577)		
1963	1,139	180	28,667 32,718	207	64,425	221	94,231	216	
1964	(1,202)	(177)	36,527	236 263	70,979	244	104,919	240	
1965	1,318	194	41,047	296	73,503	252	111,232	255	
1300	1,010	134	41,047	290	86,097	296	128,462	294	

NOTE: Each figure in brackets is lower than the corresponding figure for the previous year.

### ACCIDENTS BY NATURE AND MONTH OF OCCURRENCE, 1965

MONTH	١	70741		
	FATAL PERSONAL INJURY		PROPERTY DAMAGE ONLY	TOTAL
January February March April May June July August September October November December	76 73 89 88 106 116 112 145 105 142 124	2,288 3,179 2,775 2,689 3,198 3,568 3,874 3,799 3,869 4,278 3,525 4,005	6,887 9,298 7,003 5,381 5,232 5,681 6,631 6,801 6,813 8,505 8,261 9,604	9,251 12,550 9,867 8,158 8,536 9,365 10,617 10,745 10,787 12,925 11,910 13,751
TOTAL	1,318	41,047	86,097	128,462

### FATAL ACCIDENTS BY MONTH, 1964 AND 1965

MONTH	19	064	19	1965				
WIONTH	No.	%	No.	%	No. OF ACCIDENTS			
January February March (1st Quarter) April May June (2nd Quarter) July August September (3rd Quarter) October November December (4th Quarter)	58 78 78 78 (214) 94 103 93 (290) 95 144 115 (354) 110 105 129 (344)	4.8 6.5 6.5 (17.8) 7.8 8.6 7.7 (24.1) 7.9 12.0 9.6 (29.5) 9.2 8.7 10.7 (28.6)	76 73 89 (238) 88 106 116 (310) 112 145 105 (362) 142 124 142 (408)	5.8 5.5 6.7 (18.0) 6.7 8.0 8.8 (23.5) 8.5 11.0 8.0 (27.5) 10.8 9.4 10.8 (31.0)	+31.0 - 6.4 +14.1 (+11.2) - 6.4 + 2.9 +24.7 (+ 6.8) +17.9 + 0.1 - 8.7 (+ 2.3) +29.1 +18.1 +10.1 (+18.6)			
TOTAL	1,202	100.0	1,318	100.0	+ 9.6			

### FATAL ACCIDENTS AND PERSONS KILLED BY PLACE OF OCCURRENCE, 1964 AND 1965

	19	164	1.9	165	% CF	IANGE
PLACE OF		1			70 01	TAITOL .
OCCURRENCE	FATAL ACCI- DENTS	PERSONS KILLED	FATAL ACCI- DENTS	PERSONS KILLED	FATAL ACCI- DENTS	PERSONS KILLED
Urban						
Metropolitan     Toronto  2. Urban areas	123	134	115	122	- 6.5	- 9.0
(10,000 population and over) 3. Other urban	185	194	247	284	+33.5	+46.4
(1,000 to 9,999 population)	53	57	46	50	-13.2	-12.3
TOTAL	361	385	408	456	+13.0	+18.4
Rural						
1. King's highways	548	688	596	765	+ 8.8	+11.2
2. Secondary roads	19	20	29	36	+52.6	+80.0
County roads      Organized township	162	201	157	201	- 3.1	
roads	97	111	111	133	+14.4	+19.8
ship roads	6	10	12	15	+100.0	+50.0
roads	9	9	5	5	-44.4	-44.4
TOTAL	841	1,039	910	1,155	+ 8.2	+11.2
GRAND TOTAL.	1,202	1,424	1,318	1,611	+ 9.6	+13.1

### ALL ACCIDENTS BY TYPE OF COLLISION, 1964 AND 1965

TYPE OF COLLISION	19	64	19	65	% CHANGE IN
THE OF COLLIDION	No.	%	No.	%	No. OF ACCIDENTS
Collision with —					
1. Other motor vehicle	77,316	69.5	89,279	69.5	+15.5
2. Fixed object	11,948	10.7	13,983	10.9	+17.0
3. Pedestrian	6,229	5.6	6,534	5.1	+ 4.9
4. Bicycle	1,377	1.2	1,600	1.2	+16.2
5. Motorcycle	592	0.5	1,674	1.4	+182.8
6. Railroad train	372	0.3	392	0.3	+ 5.4
7. Street car	400	0.4	419	0.3	+ 4.7
8. Other vehicle	373	0.3	542	0.4	+45.3
9. Horse drawn vehicle	7 }	0.9	40 \	1.0	+38.8
10. Animal	941 }		1,276	1.0	+30.0
11. Miscellaneous	178	0.2	314	0.2	+76.4
Non-collision	11,499	10.3	12,409	9.7	+ 7.9
TOTAL	444 000	400.0	100 100	4000	
TOTAL	111,232	100.0	128,462	100.0	+15.5

FATAL ACCIDENTS BY TYPE OF COLLISION, 1964 AND 1965

TYPE OF COLLISION	19	64	19	65	% CHANGE IN No. OF
TIPE OF COLLISION	No.	%	No.	%	ACCIDENTS
Collision with —  1. Other motor vehicle 2. Fixed object 3. Pedestrian 4. Bicycle 5. Motorcycle 6. Railroad train 7. Street car	470 122 331 37 5 38 3	39.1 10.1 27.5 3.1 0.4 3.2 0.2	506 144 361 39 22 44 2	38.4 10.9 27.4 3.0 1.7 3.4 0.1	+ 7.7 +18.0 + 9.1 + 5.4 +340.0 +15.8 -33.3
8. Other vehicle. 9. Horse drawn vehicle. 10. Animal. 11. Miscellaneous. Non-collision.	7  2 2 185 1,202	0.6  0.2 0.2 15.4	6 1 2 1 190 1,318	0.4 0.1 0.1 0.1 14.4	-14.3  + 2.7 + 9.6

### DRIVERS IN FATAL ACCIDENTS BY AGE, 1964 AND 1965

AGE*	19	64	19	65	% CHANGE IN No. OF DRIVERS IN
	No.	%	No.	%	FATAL ACCIDENTS
Under 16 years. 16–19 years. 20–24 years. 25–34 years. 35–44 years. 45–54 years. 55–64 years. 65 and over. Not stated.	0 186 380 400 349 211 131 87	10.7 21.8 22.9 20.0 12.1 7.5 5.0 0.1	6 209 393 451 350 269 155 98	0.3 10.8 20.4 23.4 18.1 13.9 8.0 5.1	+12.4 + 3.4 +12.7 + 0.1 +27.5 +18.3 +12.6
TOTAL	1,745	100.0	1,931	100.0	+10.7

<sup>\*</sup> Not all the age groups shown cover the same number of years.

### ALL ACCIDENTS BY PLACE OF OCCURRENCE, 1964 AND 1965

PLACE OF	19	64	19	65	% CHANGE IN	
OCCURRENCE	No.	%	No.	%	ACCIDENTS	
Urban 1. Metropolitan Toronto						
roads and streets  2. Urban areas (10,000	26,234	23.6	28,290	22.0	+ 7.8	
population and over) 3. Other urban (1,000 to	39,599	35.6	47,254	36.8	+19.3	
9,999 population)	5,926	5.3	7,121	5.5	+20.2	
TOTAL	71,759	64.5	82,665	64.3	+15.2	
Rural						
1. King's highway	22,900	20.6	27,062	21.1	+18.2	
2. Secondary roads	1,123	1.0	1,198	0.9	+ 6.7	
3. County roads	7,208	6.5	8,258	6.4	+14.6	
4. Organized township roads.	6,922	6.2	7,732	6.0	+11.7	
5. Unorganized township	254	0.2	304	0.2	+19.7	
roads	1.066	1.0	1,243	1.0	+16.6	
6. Local and other roads	1,000	1.0	1,243	1.0	1.0.0	
TOTAL	39,473	35.5	45,797	35.7	+16.0	
GRAND TOTAL	111,232	100.0	128,462	100.0	+15.5	



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### ONTARIO HIGHWAY TRANSPORT BOARD

### ANNUAL REPORT

of

### THE ONTARIO HIGHWAY TRANSPORT BOARD For Year Ending December 31, 1965

The Ontario Highway Transport Board, pursuant to the provisions of Section 27, of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs.

### Organization of the Board

The Board is constituted as follows:

Chairman......E. J. Shoniker, B.A. Vice-Chairmen.....G. C. Marrs, B.A.

Nicol Kingsmill, Q.C.

Members......G. W. Stoddart, B.A.

E. M. Walker

G. J. Watson

### General

The Ontario Highway Transport Board Act was proclaimed on the 13th day of October, 1955, to take effect as of the 17th day of October, 1955.

During the ten calendar years of operation since that date and the consideration of more than 33,000 applications, the Board has encountered many changes and developments in the service of motor carriers to the public.

The Board, as originally comprised of S. H. S. Hughes, Q.C., Chairman, and E. J. Shoniker, B.A., Vice-Chairman, was confronted with a back-log of applications assumed from The Ontario Municipal Board, whose many functions had made it extremely difficult for them to meet the increased interest in the transportation field. The function of The Ontario Highway Transport Board, then as now, is the consideration of applications for public commercial vehicle operating licences, public vehicle operating licences and extra-provincial operating licences referred to the Board by the Honourable the Minister of Transport for certificates pursuant to the Regulations of The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act (Canada).

In 1955, the Board was under the Department of Municipal Affairs for administrative purposes and the Minister of Highways issued the public commercial vehicle operating licences.

The Board's first hearings were on the 1st day of November, 1955.

The ensuing years have brought many changes. Vehicles have become more efficient and larger, capable of carrying greater payloads; tank trucks and tank trailers now carry bulk commodities in dry and liquid state; the piggy backing of trailers on rail cars flourishes and containerization has

been given thorough tests. Material handling facilities have been developed to expedite and facilitate in a more economical manner the movement of freight.

The St. Lawrence Seaway has altered traffic patterns of freight movements. Aeroplanes have increased their capacity and ability to transport cargo as well as passengers. The Board has inaugurated a system of interchange of trailers between common carriers with Class 'A' authorities, extra-provincial operators carrying general commodities and carriers of commodities in bulk. Common carriers licensed in international operations have been granted permission to haul trailers owned and registered in the United States of America loaded with goods moving internationally. This combined with the Federal Government's program of inland sufferance warehouses has expedited and facilitated the movement of these goods moving internationally and reduced not only the delays in movement but the damage in handling of the commodities concerned.

The personnel of the Board has changed. The Honourable S. H. S. Hughes, Q.C. now a Justice of the Supreme Court of Ontario was the original Chairman and E. J. Shoniker, B.A. the original Vice-Chairman. E. J. Shoniker, B.A. has been Chairman of the Board since the 17th day of July, 1958. R. Howard Yeates appointed Member of the Board on the 16th day of April, 1956 was elevated to Vice-Chairman of the Board on the 1st day of August, 1958. As of the 1st day of August, 1958, George C. Marrs, Secretary of the Board as of March 1956, was appointed Secretary-Member and E. Maxwell Walker was appointed Member. G. W. Stoddart was appointed a Member on the 3rd day of January, 1957. George C. Marrs became a Vice-Chairman on the 18th day of October, 1962 and G. J. Watson was appointed a Member on the 8th day of November, 1962. R. H. Yeates, Vice-Chairman, retired in May of 1963 and R. H. Humphries was appointed as of December of 1963 to fill this vacancy. R. H. Humphries left the Board to accept a position with the Department of Transport in August of 1965 and Nicol Kingsmill, Q.C. was selected as his replacement. A. H. McLaren, Secretary of the Board since 1959, retired as of November 1965 and to date the position is not filled.

### **Physical Aspects**

The Board commenced its operations with one hearing room in 1956 and added a second one in 1958. During the current fiscal year, facilities for the Board were expanded to adjust the situation under which the Board was operating and in order to obtain an additional hearing room to enable the Board to sit daily in three panels.

### Developments

Rate filing became effective on the 1st day of May, 1963 and has provided a forum for both interested shippers and carriers to familiarize

themselves with the rates available for the movement of goods by carriers licensed in the Province of Ontario.

During the past few years, there has been an increasing number of operators in the so called 'grey area' who offer their services to shippers under the guise of a lease but in fact are offering a public commercial vehicle operation to the shippers. The shippers, of course, accept this type of transportation at their own risk as there is no guarantee that there is insurance on their cargo unless they place it there themselves.

Private carriage has flourished and will continue to do so in areas where the shipper finds it to his economic advantage to obtain vehicles and service all or part of his own shipping needs.

The ingenuity of the manufacturers and the users of road transportation have explored and will continue to explore the use of containers to reduce handling costs and expedite service. These containers, in most instances as far as road transportation is concerned, are 20 feet in length and two of them will go over the highway on a flat trailer but may be split up into two 20-foot vans for distribution when they arrive at their destination. This method is particularly adaptable to the field of less than truck load freight. The piggy backing of trailers on railway flat cars, especially designed for the movement of such trailers, has expanded greatly between the larger municipalities and more particularly on the long hauls. One of the advantages is the avoidance of inopportune weather conditions on the highways. The main disadvantage is the lack of flexibility of scheduling where a vehicle may move over the highway to its destination whenever loaded if it is moved by its own motor power but the railways move on schedule and this means a large volume of goods arriving in a terminal at one time to be sorted for distribution at destination.

At this point in history, several modes of transportation are endeavouring to arrive at standardized sizes of containers in order that in the foreseeable future containers may start out by truck, transfer to a boat and after going a long distance by water be transferred to rail and ultimately delivered by truck with even the possibility of an air movement integrated with other modes of transport.

The harbour authorities of London, England, have recently announced the expenditure of large sums of money to provide docking facilities especially designed for the handling of boats adapted to the carriage of containers.

There are now boats operating in the coastal waters of the United States of America integrated with road transport facilities to move trailers without physically transferring the goods, taking the trailer either from the boat to the shore or from the shore to the boat for furtherance.

The means of artificially controlling temperatures of trucks and trailers have been and are being developed today to enable the transporter to move perishable products over long distances, maintaining their freshness,

flavour and nutritional quality. Fresh meat moves daily across Canada on commercial motor vehicles adapted for such transportation. Fresh fruit and vegetables move year round from producers to retail outlets — maintained attractively for the housewife.

There are today tank trucks and tank trailers specifically adapted to move everything from milk to gases under pressure. Some chemicals move at extremely high temperatures, to maintain their viscosity, and others at extremely low temperatures to keep them in an inert state. These are highly specialized operations and have been remarkably accident free in the absences of specific regulations for the transportation of such commodities.

The movement of goods in international traffic by means of transferable plates (i.e. plates both registration and public commercial vehicle plates) available to authorized extra-provincial carriers has enabled direct service between Ontario and the United States of America. The Ontario carrier provides the motor power pulling the freight on trailers owned and registered in the United States of America direct to the consignees without the delay of physical handling at the border hence reducing the incidence of damage. Exhibit 'E' depicts the increased use of this mode of transportation since its inception.

The proliferation of dump-truck operators has tended to make this a very marginal operation insofar as the transportation of sand, gravel and other basic materials used in the construction industry. A large number of individual owners of dump-trucks are scrambling for the business available from the many users of such transportation. The latter have used the availability of such vehicles to their economic advantage. These carriers, of course, are more dependent on the seasonal aspects of the weather than other carriers of goods because they are not only affected by the weather controlling the building season but also the effects of half load restrictions on certain roads in the province.

These operators are of some concern to the Board since it is inevitable under the circumstances of certain rates for which they are now providing service that they use vehicles not necessarily equipped adequately for the loads they have to carry and which in order that they may obtain some revenue requires them to operate at speeds which are detrimental to the public generally.

Generally speaking, road transportation in Ontario makes it possible for most industries to maintain inventories no larger than that required for 72 hours of operation. Most of the inventory used in the manufacture of goods today is on the highways. This puts a heavy onus on the carriers and their employees to insure the goods continue to move. There is no doubt that the more aggressive competition of the railroads, the advances of cargo handling facilities, of air freight and the technology in water transportation on the Great Lakes have put transportation on a very competitive basis, all enuring to the good of the economy as a whole.

However, there are areas in the Province of Ontario, as we are sure there are elsewhere, where an over-availability of capacity will result in a depressing effect on their economy.

The Board will be watching these situations as they arise.

### Applications to the Board

Exhibit 'A' of this report shows the number of applications considered in Chambers by the Board for this year and Exhibit 'B' shows the number of applications considered after hearing for the same period of time. Exhibit 'C' shows the number of applications received under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act of Canada and Exhibit 'D' shows the revenue received by the Treasurer of Ontario through the functions of the Board.

The Review of The Public Commercial Vehicles Act as directed by the Minister is now complete. We trust the recommendations incorporated therein work to the advantage of the public generally.

In the light of our experience in the last ten years, we look forward to further advancement in technology and service available to the public from the motor carrier industry. We will, of course, continue in our endeavours to maintain a high standard of service and will guide the industry insofar as our functions permit to ensure an efficient industry.

All of which is respectfully submitted this 28th day of January, 1966-

E. J. Shoniker, B.A. Chairman

G. C. Marrs, B.A. Vice-Chairman

Nicol Kingsmill, Q.C. Vice-Chairman

G. W. Stoddart, B.A. Member

E. M. Walker Member

G. J. Watson Member

# EXHIBIT 'A' THE ONTARIO HIGHWAY TRANSPORT BOARD Applications considered in Chambers by the Board during the year of 1965

### 1. The Public Commercial Vehicles Act

TRANSFER OF TRANSFERRED EXTENSION
13
- 1
41
32
149
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4 W
268
2. The Motor Vehicle Transport Act (Canada)
_
TRANSFER OF TRANSFERRED SHARES
2022
24
_
TRANSFER OF TRANSFERRED SHARES
13
45

## EXHIBIT 'B' THE ONTARIO HIGHWAY TRANSPORT BOARD Applications considered at public hearings during the year of 1965

1. The Public Commercial Vehicles Act

	KEVIEWS	19	: 6	3 50	67	==	:	9	ro.	06			KEVIEWS	46	46			REVIEWS	<b>ω</b> ←	4
OPPOSITION FILED BY	OTHER	1,455		109	5 6	233	82	70	21	2,967	OPPOSITION FILED BY OTHER CARRIERS		1,062	1,071		OPPOSITION FILED BY	OPPOSITION FILED BY OTHER CARRIERS		83	
-	IOIAL	167	: 5	344	32	198	40	33	o	850		TOTAL		247	257		TOTAL		50	54
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GRANTED	IN PART	110	. 4	160	e e e	22	14	9	1	366		GRANTED	IN PART	117	119		GRANTED	IN PART	20	20
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### EXHIBIT 'C'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1965

Applications received by the Board:

1	The	Public	Commercial	Vehicles	Act

CLASS		
A	183	
В	2	
C	59	
D	557	
E	171	
F	1,632	
FS	74	
Н	47	
K	23	2,748
2. The Motor Vehicle Transport Act (Canada)		
L	2	
Extra-provincial	490	492
3. The Public Vehicles Act		
P.V	148	
P.V.S.B	520	668
TOTAL APPLICATIONS RECEIVED		3,908

### EXHIBIT 'D'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1965

Fees	\$ 85,736.92
Hearing Costs	16,470.40
Fees for Certificates	1,130.50
Tariff of Tolls	72,787.03
Miscellaneous, Postage, etc	262.30
	\$176,387.15

### EXHIBIT 'E'

### THE ONTARIO HIGHWAY TRANSPORT BOARD STATISTICS FOR YEAR ENDING DECEMBER 31, 1965

Number of trailers owned by and registered to a resident of one of the States of the United States of America hauled under transferable plates by a properly authorized carrier licensed under The Motor Vehicle Transport Act in Ontario:

NOIE 1"	June 1st to December 31st, 1959	3,691
	January 1st to December 31st, 1960	10,519
NOTE 2*	January 1st to December 31st, 1961	12,933
	January 1st to December 31st, 1962	14,772
	January 1st to December 31st, 1963	18,888
	January 1st to December 31st, 1964	22,734
	January 1st to December 31st, 1965	28,035

NOTE No. 1 June was the first recorded month for 'transferable plate' operations. Certificates were first issued in May of 1959,

NOTE No. 2 May 1st, 1961 — Board and Department of Transport enlarged scope of 'transferable plates' to permit movements both ways in international traffic.

NOTE No. 3 No transferable plates issued for hauling tank trailers until May 1964.

















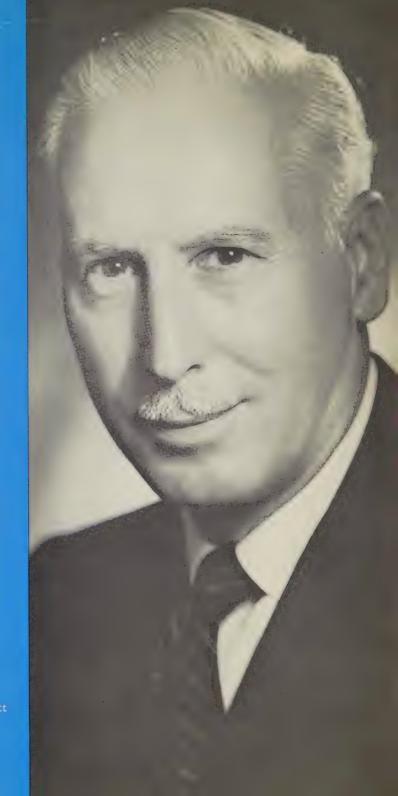
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1966-1967

ANNUAL REPORT



ONTARIO DEPARTMENT OF TRANSPORT



The Honourable Irwin Haskett Minister of Transport



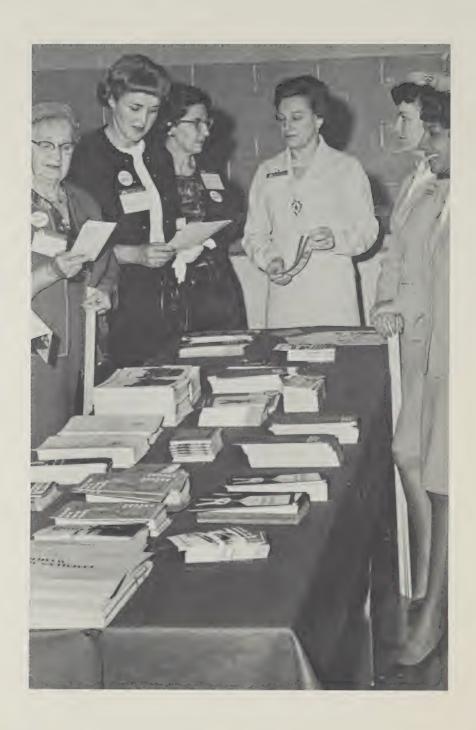
His Honour,
The Lieutenant-Governor of the Province of Ontario.

May It Please Your Honour:

The undersigned begs respectfully to present to your Honour the Annual Report of the Department of Transport for the fiscal year ending March 31, 1967.

Irwin Haskett, Minister.

Snim Harkett



# 1966-67 ANNUAL REPORT ONTARIO DEPARTMENT OF TRANSPORT

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#### REPORT OF THE DEPUTY MINISTER

To: The Honourable Irwin Haskett Minister of Transport

Sir:

I have the honour to present the report of the Department of Transport for the fiscal year ending March 31, 1967. This document includes the report of the Registrar of Motor Vehicles as required under section 146 (e) of the Highway Traffic Act.

The increasing mobility of the people of Ontario, and the growth of the province's motor industry was reflected in a 5% growth rate in motor vehicle registrations. This growth brought with it steadily mounting demands for service from all branches of the Department of Transport.

Major staff changes in the Department began in December 1966, with the retirement of A.G. MacNab, Deputy Minister since 1960. Mr. MacNab served the government for over 44 years, first in the Motor Vehicles Branch of the Department of Highways for Ontario, and since 1957 in the Department of Transport. The Department's successful operation in 1966, as covered in the body of this Report, was accomplished under Mr. MacNab's leadership. A number of other changes at the senior executive level were made during the year. R.H. Humphries was appointed Registrar of Motor Vehicles, and A.M. Gartshore was appointed Deputy Registrar. W. Furlonger was appointed Director of the Systems and Procedures Branch.

The Department continued to grow, as its staff complement reached 1,229 for the fiscal year. 275 new employees were recruited, of which 73 were additions.

Significant new regulations and Amendments to the Highway Traffic Act included the following:

Effective in September 1966, were new laws governing the operation of school buses, and legislation requiring motorists travelling in both directions to stop for a school bus that is stopped with red signals flashing.

The Act was amended to prohibit drivers from operating a motor vehicle unless windshield, rear window and windows on both sides offer a clear view of the roadway and approaching vehicles.

An amendment, effective January 1, 1967, gave guest passengers the right of recovery against the host driver, if injured in an accident caused by the driver's gross negligence.

New regulations governing the operation of motorcycles came into force during the year. Anyone applying for a licence to drive a motorcycle must now pass a road test. All motorcycle drivers must now carry a motorcycle driver's licence.

The Department is continuing to streamline its operations by conversion to up-to-date computerization. In July 1966, the processing of drivers licences was converted from the former unit record system (punched cards) to a more modern system of computer processing. Preparations to include the processing of driver records on the computer system during 1968 were continued.

A detailed description of the operations of the Department is provided in the body of this Report and the statistical tables. Some highlights of the services provided for the public by the Department are summarized below:

Vehicle registrations totalled 2,643,474, an increase of 126,749 over the previous fiscal year.

Motorcycle registrations have again risen sharply, from 24,070 in 1965 to a new total of 37,959. Over the past decade, the number of registered motorcycles in the province has increased by 216%.

There were 2.8 million licenced drivers in Ontario at the end of the fiscal year. 1,318,695 drivers licences were issued or renewed during 1966.

363,236 driver road tests were administered during the year; July was the peak month for tests. The rate of failure at first attempt was 31%.

Increases in vehicle registration and driver licencing brought corresponding increases in revenue. The Department's ordinary revenue for the fiscal year totalled \$100,343,000 compared with \$96,128,000 for the previous year. Of this total, 44%, or \$44,160,000 was gained from the licencing of passenger vehicles (including motorcycles). A further 41.3%, or \$41,439,000 was collected from the owners of Ontario's commercial and dual purpose vehicles. The balance of the revenue, \$14,744,000, was realized from collection of public vehicle and public commercial vehicle fees, drivers' licences, and other fees.

Extra-curricular driver education in Ontario's secondary schools is growing so rapidly that programs of teacher preparation have been greatly expanded; six were planned for Summer 1967. In all, 215 schools now offer the courses. It is estimated that 15% of the province's young drivers learn their skills under this program.

Respectfully submitted,

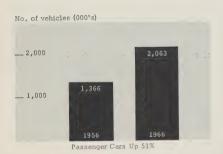
W.Q. Macnee, Deputy Minister.

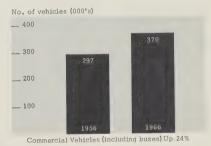
## VEHICLE LICENCING

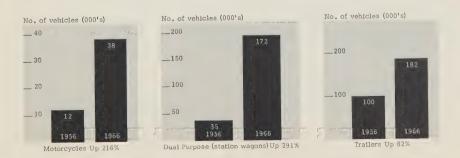
Vehicle registrations in Ontario continue to increase at a pace matching the growth of the province's motor industry, and its highway systems.

In 1966, there were a total of 2,825,000 vehicle registrations, an increase of 5% over the previous year's figure. These registrations were issued by 275 commissioned agents and 6 offices operated by civil service personnel. Motorcycle registrations continued the trend set the previous year, climbing from the 1965 total of 24,000 registrations to almost 38,000 -- an increase of 57.7%. The 5.3% increase in dual purpose registrations for the same period indicates that this type of registration is becoming stabilized.

The following charts illustrate the increase for various categories of vehicles over the past decade:







### VEHICLE INSPECTION

The primary function of the Vehicle Inspection Branch is to ensure that operators of public vehicles (buses) and public commercial vehicles (for-hire trucks) conform with the provisions of the Acts which regulate these operations. The tremendous growth of Ontario's motor transport industry has resulted in the parallel growth of the Branch; its programs, which were administered by about 40 employees in 1957, the year the Ontario Department of Transport was formed, now require over 200 staff members.

The Branch's inspectors operate 45 permanent and 10 portable weighscales to protect the province's highways from damage caused by overloaded vehicles. As a result of 1,240,639 inspections last year, 8,394 infractions were reported, and 3,296 convictions registered. Of these, more than half were convictions for overloading.

Garages, parking lots, used car lots, and wrecking yards all over the province were checked by the inspection staff last year, to ensure that premises were licenced, and proper records kept.

School vehicles in Ontario were examined twice during the year. Buses were checked for safety equipment and evidence of mechanical fitness.

Of passenger motor vehicles inspected last year under Ontario's motor vehicle inspection program, 3,341 were found to be unsafe and their licence plates removed.

Following is a breakdown of the Motor Vehicle Inspection program for the year under review:

At 30 weigh-scale locations throughout the province in co-operation with the O.P.P.	14,977 inspections.
At 142 communities throughout the province in co-operation with local police authorities	75,891 inspections.
At the two permanent lanes in Downsview, in co-operation with Metro Police, O.P.P. and Metro Licencing Commission.	35,590 inspections.
TOTAL	126,458 inspections.

## DRIVER CONTROL

The Driver Control Branch maintains and administers driver records for the purpose of implementation of driver licence suspensions and also carries on a program of driver improvement through its administration of the demerit point system.

Core of the Branch is its vast file of operating records, which are kept for the following classifications of drivers:

- 1) Those convicted of violations involving the use of a motor vehicle
- Those who have been involved in a reportable motor vehicle accident
- Those who are required to file proof of financial responsibility
- 4) Those who have unpaid judgments against them
- 5) Those who have had claims paid on their behalf by the Motor Vehicle Accident Claims Fund
- 6) Licenced driving instructors
- 7) School bus operators
- 8) Those who have been suspended.

The Driving Records section processed about 742,000 conviction certificates, plus more than 600,000 driving record search requests, and some 43,000 suspension notices. The records are the basis of the demerit point system and the selective re-examination programs. Letters were sent to 71,783 drivers, informing them of accumulations of 6 to 8 demerit points. The letters urged improved driving behaviour, and warned of the consequences of adding further points to the record.

Another 27,066 drivers reached the 9 point interview level and were required to appear before a review officer of the Department to show cause why their licences should not be suspended. Suspension is automatic at 15 points.



Driver improvement activities included re-examination of accident repeaters, drivers involved in fatal accidents, and older drivers involved in accidents. Accident repeaters were required to attend interviews to discuss causes of the accidents; interviews pointed out the need for improved, defensive driving habits.

During the year, the case histories of 3,000 drivers with alleged physical or mental conditions were reviewed. Of these, 633 persons were denied authority to drive for medical reasons; many others were required to file satisfactory medical certificates annually.

Accidents involving personal injury or property damage in excess of \$100.00 must be reported to the Department. 142,628 such accident reports were filed during the fiscal year.

### DRIVER EXAMINATION

The Driver Examination Branch operates from 158 places all over Ontario, testing the ability of drivers to meet the standards required to cope with the complexities of modern traffic.

Persons wishing to obtain an Ontario driver's licence must first pass a four-part examination designed to ensure that predetermined standards are met. These tests measure vision, knowledge of traffic signs, rules of the road, and safe driving practices, as well as the ability to apply this knowledge during a road test.

Preliminary tests of vision, sign recognition, and rules of the road are required before a novice is issued an instruction permit. During the year, a total of 444,148 tests were conducted for this purpose.

Driver road tests were administered to 264,710 persons during the year. The failure rate at first attempt was 31%; retests brought the year's total to 363,236, an increase of 10.2% over 1965-66.

At the end of the fiscal year, there were 53 permanent driver examination centres and 105 travelling points in operation. These centres were planned to cover the province as fully as possible, ensuring convenience for the largest population possible: a person need seldom travel more than 20 - 25 miles for an examination.

New regulations went into effect on January 1, 1967, governing examination and licencing of motorcycle drivers. Instruction permits for the operation of motorcycles were abolished. Before a person can operate a motorcycle, he must hold a motorcycle driver's licence. To obtain this licence, examinations testing the knowledge and specific skills required of the motorcyclist must be passed. Of 627 applicants for motorcycle licences during the three month period the new regulations were in effect, 22.2% failed to qualify on their first attempt.

There were 17.222 persons licenced by the Department to drive a school bus.

The number of driving instructors licenced by the Department increased from 1,125 in 1965 to 1,508 in 1966. 135 of the new instructors were teachers in Ontario's secondary schools.

# MOTOR VEHICLE ACCIDENT CLAIMS FUND

The Department of Transport's Motor Vehicle Accident Claims Fund continued last year to improve the quality and efficiency of its service to innocent victims of uninsured motorists and hit-and-run drivers. To maintain fast, efficient claims service, the Fund has in recent years added senior insurance industry claims personnel to its staff.

During the year, a major effort was made to inform the public of the Fund's accessibility. A broad campaign throughout Ontario brought an excellent response -- indicating that a greater number of people realized the Fund could assist them.

About 100,000 letters were sent out during the year to Ontario's uninsured motorists, to remind them that payment of the uninsured motor vehicle fee does not provide insurance coverage.

During the fiscal year, payments from the Fund totalled \$5,212,979.91, an increase of \$1,109,676.39, or 27.04% over 1965-66. It was possible to settle a high percentage of claims (50.38% more than the previous year) without the expense and possible delay of court action.

During this same period, the Fund's balance increased to \$21,005,873, from \$17,338,717. Against this balance, there were 3,145 outstanding claims at the end of the fiscal year -- representing a substantial actuarial reserve. At the same time, a further reserve is required for unreported losses which do not reach the Fund until some time after the actual accident occurs.

Repayment inspectors continued to make contact with motorists indebted to the Fund. Many such motorists were able to regain their driving privileges by filing proof of financial responsibility and by making installment payments to the Fund.

### HIGHWAY SAFETY

The Highway Safety Branch concentrates on promoting greater public awareness of the increasing need for traffic safety on Ontario's streets and highways. Activities are centred around a broad program of traffic safety education. Beginning as soon as a child is old enough to understand the potential danger of a motor vehicle, the Branch provides educational information and materials that serve as frequent and effective reminders throughout life. Safety work is done in co-operation with educational authorities, community service organizations, safety councils, and police forces.

Formal traffic safety education for adults is actively promoted in the form of driver refresher courses and pedestrian safety programs. These are spotlighted through use of the news media, plus booklets, pamphlets, films and filmstrips, and bulletins from the Department. Local fairs, exhibitions, conferences, and conventions provide a stage for mobile and static displays emphasizing traffic safety. In addition, the Branch is active in organizing local safety councils all over the province, assisting communities in their efforts for greater traffic safety.

# Traffic Safety Education in the School System

To help children recognize the hazards of the highway at the earliest possible age, the Highway Safety Branch provides colourful and effective posters for kindergartens and nursery schools, which graphically illustrate important traffic rules. In the elementary schools, the popular "Elmer the Elephant" safety program is widely used. The basic rules of safe conduct are emphasized in an assortment of materials available from the Branch. Private agencies throughout Ontario, including safety councils, automobile clubs, service clubs, and women's groups are urged to co-operate with authorities and police safety officers to supplement the "Elmer" program with varied community activities.



Bicycle safety is effectively promoted through widespread establishment of Crusader Bicycle Clubs, using materials available from the Highway Safety Branch. School safety patrols are a vital part of safety education in over 1,000 schools across Ontario. Branch representatives are making a continuing effort to create interest in the patrols in the remaining schools, assisting in their establishment, and offering aid and advice to operating patrol systems.

In the secondary schools, safety education centres around driver instruction programs. Last year, 215 schools were visited as the Highway Safety Branch offered active assistance and advice to new and established programs. The rapid growth of secondary school driver education requires increasing numbers of instructors; summer training programs for teachers receive the full support of the Safety Branch.

School bus safety is a major area of concern for the Branch. Seminars for school bus operators were held at 15 locations last year, and a manual for bus drivers, produced by the Branch staff, was widely distributed.

Up-to-date films on loan from the Safety Branch's extensive library, are widely used in the schools. Representatives gave illustrated lectures in many schools, and made presentations on driver education to 21 school boards.

# Traffic Safety Education for Adults

Safety education is extended beyond the school system to adult drivers and pedestrians through wide-ranging programs and activities. A notable project last year was the introduction of a Course in Modern Driving, established with the co-operation of the Ontario Safety League and the Ontario Motor League. The Highway Safety Branch aided in development of the course, and provided advertising materials for use by these organizations.

Extensive publicity for safety messages, programs, and Department regulations is gained by use of the news media. Press releases, radio tapes, and television film clips were distributed by the Safety Branch, whose representatives made interview appearances in a further effort to increase public awareness of safety work.

Films from the Branch's active circulating library are available to interested organizations reaching adults, as well as to the schools. Last year, the library loaned about 100 films every week.

The Branch's publications last year included 12 issues of the Ontario Traffic Safety bulletin, mailed monthly to some 23,000 subscribers. More than half a million copies of the Driver's Handbook were distributed in all traffic jurisdictions. A wide variety of standard booklets and pamphlets on specific safety subjects were made available to the public; and new pamphlets on motorcycle operation and freeway driving were introduced.





The Highway Safety Branch continued its active drive for traffic safety education among senior citizens. Brochures and posters on pedestrian and driving problems of older persons were distributed to homes for the aged, senior citizens' clubs, and church groups, as well as to police safety officers and service organizations who, with Safety Branch representatives, gave illustrated lectures throughout the province.

A highlight of the year was the introduction of the Department of Transport¹s mobile information centre, a large trailer filled with upto-date safety displays. The centre visited 18 communities during the year, carrying with it the invitation to "Come on in and see what¹s happening in this modern world of traffic."

Successful regional road safety workshops were held at Timmins and Kitchener-Waterloo. Local safety councils met with Department of Transport representatives to discuss community safety objectives and methods.

Accident Prevention Organizers from the Safety Branch travelled throughout the province, giving talks and films shows to service clubs, press clubs, women's groups, safety councils, parent-teacher associations, youth groups, employee associations—to organizations throughout Ontario—as they worked to bring safety's message to every segment of community life.

## TRAFFIC ENGINEERING

The Department of Transport's traffic engineers provide year-round advisory service to municipalities which lack their own full-time technical staff.

In response to requests during the past fiscal year, numerous studies were made of traffic signal installation, signing improvement, speed zoning, parking, intersection redesign and street classification. In addition to these full-scale studies, the Branch responded to requests and enquiries from communities throughout Ontario through advisory letters and visits to sites by Traffic Operations personnel.

The Traffic Engineering Branch also effects uniformity of local traffic regulation throughout the province by its scrutiny of municipal by-laws submitted to the Department for approval. Over 2,000 such items were dealt with last year.

There are now seven permanent vehicle counting stations, located in four of Ontario's urban areas. The municipalities involved were selected on the basis of geographic location and land use characteristics. The data collected will enable patterns of traffic to be applied to other communities with similar characteristics.



## METROPOLITAN TORONTO AND REGION TRANSPORTATION STUDY

The Metropolitan Toronto and Region Transportation Study, one of the largest and most comprehensive ever undertaken in Canada, was assigned "to study and report on an overall transportation policy for Metropolitan Toronto and surrounding municipalities."

During the fiscal year 1966-67, the Study continued its examination of regional transportation and concentrated on the forms of future regional growth. The Department of Municipal Affairs assisted in this task by considering, for the Study, regional development alternatives. It was realized that a study of regional transportation would not be complete without considering the effect of long-range development on transportation supply and demand.

The Study also worked on planning and designing the necessary monitoring evaluation surveys for Go-Transit, the commuter rail trial project recommended by the Study. Surveys, planned for a two year period, will aim at evaluating the overall success of the project as well as providing information to aid in management, advertising, and future planning. Go-Transit's impact on other forms of transportation and on the economic development of the lakeshore corridor will be measured.

The Study made a contribution to the Transportation Terminal Committee, which reported in March, on planned redevelopment of Toronto's Union Station.



Transportation Study Region



Throughout its existence, the Study has received extensive aid from a number of sources, including Ontario's Departments of Economics and Development, Highways, and Municipal Affairs; from the Toronto Transit Commission, and Canadian National and Canadian Pacific Railways; and from Metropolitan Toronto and other municipalities in the Study region.

Honourable Irwin Haskett, Minister of Transport, was chairman of the Executive Committee. Other members were Honourable J.W. Spooner, vice-chairman; Honourable S.J. Randall; W.R. Allen, Q.C., chairman of the Municipality of Metropolitan Toronto, and Honourable G.E. Gomme, Minister of Highways, who succeeded Honourable C.S. McNaughton, during the fiscal year.

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	Total Driver Examinations, 1962 (Vision, Sign Recognition, a						Ву	7 I	VIc	n.	th					
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	1958	1959	1960	1961
PERMITS AND LICENCES	\$	\$	\$	\$
Passenger	21,705,348	23,288,131	27,295,459	28,328,8
Trucks and Tractors **	18,870,367	20,141,724	22,943,217	23,011,7
Dual Purpose	959,322	1,260,953	1,728,530	2,135,1
Trailer	3,429,499	4,194,677	5,034,360	5,236,3
Motorcycle	32,256	44,212	53,860	91.8
Dealers - Automobile	75,269	80,260	84,959	84.0
- Motorcycle	51	94	1 59	3
Operators, Chauffeurs and				
Instruction	2,399,101	2,432,019	2,644,614	2,596,3
In transits	13,117	13,988	19,258	15,9
Garages	106,808	114,068	273,474	321,1
Driving instructors			18,133	16,9
TOTAL	47,591,138	51,570,126	60,096,023	61,838,6
TEES				
CULL				
Transfers	891,241	818,671	886,146	888,5
Public vehicles	432,268	425,305	436,459	415,4
Public commercial vehicles	2,193,495	2,398,781	2,970,167	2,973,6
Duplicate permits and				
licences	68,236	66,946	72,807	72,1
Searches, Certificates and				
Abstracts	45,332	58,276	70,578	80,20
Lists	15,498	20,091	25,511	22,76
Examinations Special studies	63,189	101,116	131,977	165,13
Miscellaneous		2,755	16,565	3,36
	3,709,259	3,891,941	4,610,210	4,621,29
LESS: Due from Head Office		•	.,,	- 70 - 27 - 20
and Agents			**************************************	
TOTAL	3,709,259	3,891,941	4,610,210	4,621,29
INES				
Breaches of Act ***	1,262,092	1,348,865	1,230,325	1,182,11
NTARIO HIGHWAY TRANSPORT				
BOARD FEES	79,490	91 040	220.20	00.
	73,430	81,940	96,065	90,48
GRAND TOTAL	52,641,979	56,892,872	66,032,623	67,732,520

<sup>\*</sup> Exclusive of the Motor Vehicle Accident Claims Fund.

\*\* Including buses.

\*\*\* Highway Traffic Act, Public Commercial Vehicles Act,
Motor Vehicle Accident Claims Act, and Motor Vehicle Transport Act (Canada)

# STATEMENT OF ORDINARY REVENUE\* for the 10 fiscal years ending March 31, 1958 - 1967

			ending Ma	rcn 31, 1958	- 196/
1962	1963	1964	1965	1966	1967
\$	\$	\$	\$	\$	\$
8,800,002	30,289,050	37,697,049	39,757,917	42,927,287	43,788,394
3,695,052	20,949,404	23,347,535	28,161,324	28,604,180	29,935,785
2,392,225	2,662,402	2,986,340	3,240,906	3,517,143	3,603,234
5,774,804	5,252,863	5,970,350	6,841,965	7,043,159	7,900,332
71,482	67,035	73,940	108,673	313,152	371,881
83,732	87,190	95,635	104,224	107,995	107,614
270	240	255	593	1,417	1,448
2,649,073	2,835,248	5,192,151	2,255,849	4,615,084	4,333,099
39,904	18,015	22,647	21,131	26,698	25,237
358,239	384,586	341,100	366,006	335,288	343,659
13,141	13,583	16,608	18,342	20,250	24,909
63,877,924	62,559,616	75,743,610	80,876,930	87,511,653	90,435,592
822,141	832,008	931,514	997,267	1,072,056	954,343
426,458	447,485	453,350	357,451	326,449	371,243
3,211,354	3,496,992	3,140,560	3,715,598	3,791,612	4,442,786
69,756	71,521	68,110	80,162	88,076	72,532
106,085	147,202	186,117	372,783	561,161	580,614
23,268	22,102	30,818	33,890	28,993	35,091
556,009	683,129	785,353	833,013	931,858	996,713
		men units sold until som som dette		69,532	20,062
10,875	3,477	22,784	5,644	16,237	39,023
5,225,946	5,703,916	5,618,806	6,395,808	6,885,974	7,512,407
		and the rest and the till the		34,857	
5,225,946	5,703,916	5,618,606	6,395,808	6,851,117	7,512,407
1,112,236	1,280,057	1,149,562	1,412,458	1,588,153	2,240,776
88,749	90,704	161,911	126,142	177,056	154,536
70 204 055	69,634,293	82,673,689	88,811,338	96,127,979	100,343,311
70,304,855	03,034,233				

	1958	1959	1960	1961
MAIN OFFICE	*	*	*	Y
Salaries	44,189	146,747	283,434	330,893
Travelling Expenses	3,611	5,861	9,735	8,302
Maintenance	50,303	47,599	17,968	14,977
Unemployment Insurance	3,181	5,182	5,679	6,685
Fees and Expenses - Special		C E00	14 047	77.040
Studies and Research	-	6,798	14,847	11,943
Minister's Salary		9,250	10,000	12,000
TOTAL	101,284	221,437	341,663	384,800
ONTARIO HIGHWAY TRANSPORT BOARD				
Salaries	77,729	82,130	92,497	99,099
Travelling Expenses	2,593	1,882	4,484	3,224
Maintenance	6,138	9,134	5,858	8,574
TOTAL	86,460	93,146	102,839	110,897
HIGHWAY SAFETY BRANCH				
Salaries	-	54,830	64,833	121,458
Travelling Expenses	-	9,132	10,304	11,984
Maintenance Highway Safety Publicity	386,504	39,983	22,400	24,766
Grants:	380,304	348,821	336,344	324,945
Ontario Safety League	15,000	15,000	15,000	15,000
Ontario Traffic Conference	1,000	1,000	1,000	5,000
Canadian Highway Safety				
Council	8,000	8,000	8,000	10,000
TOTAL	410,504	476,766	457,881	513,153
MOTOR VEHICLE ADMINISTRATION				
Salaries	1,268,749	1,675,144	1,961,309	2,304,291
Travelling Expenses	97,958	119,196	118,429	148,720
Maintenance	329,788	436,536	504,444	431,175
Advertising Registration - Plates and	-	59,922	46,306	47,034
Supplies	427,457	442,827	451,188	474,839
Professional, Legal and Witness	,	224/02/	101/100	2, 2,000
Fees	87,860	79,243	71,412	89,840
TOTAL	2,211,812	2,812,868	3,153,088	3,495,899
TOTAL ORDINARY EXPENDITURES	2,810,060	3,604,217	4,055,471	4,504,749

# STATEMENT OF ORDINARY EXPENDITURE for the 10 fiscal years ending March 31, 1958 - 1967

				,	
1962 \$	1963 \$	1964 \$	1965 \$	1966 \$	1967 \$
<b>Y</b>	Y	Y	Ÿ	Ÿ	Ş
344,025	360,616	411,636	420,742	458,068	529,408
8,174	13,762	10,566	11,408	7,215	8,373
13,711	14,866	21,939	24,440	22,983	23,977
7,149	5,703	5,515	5,427	6,256	6,941
8,260	501	81,887	397,082	426,650	356,851
12,000	12,000	12,000	12,000	12,000	12,000
393,319	407,448	543,543	871,099	933,172	937,550
108,363	115,698	134,991	156,462	178,459	186,048
3,031	3,510	1,936	3,161	2,482	3,183
7,981	7,537	12,475	9,276	15,397	8,228
119,375	126,745	149,402	168,899	196,338	197,459
				=====	
139,044	152,077	85,830	88,619	91,663	107,577
11,982	13,683	14,286	13,597	14,546	17,377
27,838	29,994	17,603	21,964	21,016	27,262
322,685	323,842	324,768	324,253	316,154	315,461
15,000	15,000	15,000	15,000	15,000	15,000
5,000	5,000	5,000	5,000	5,000	5,000
10,000	10,000	10,000	10,000	10,000	10,000
531,549	549,596	472,487	478,433	473,379	497,677
0 700 146	0.000.035	0.000.001	2 000 100	4 275 720	£ 071 714
2,788,146	2,962,815	3,368,691	3,808,109 173,570	4,375,720 192,513	5,071,714
195,317 508,481	177,385 760,815	187,004 1,182,041	1,029,722	1,086,562	1,348,773
49,330	38,790	46,947	49,836	48,225	47,440
498,687	487,670	596,814	603,677	673,109	770,453
104,937	78,046	19,978	24,818	26,243	34,976
4,144,898	4,505,521	5,401,475	5,689,732	6,402,372	7,501,928
5,189,141	5,589,310	6,566,907	7,208,163	8,005,261	9,134,614

# EXPENDITURE

Motor Vehicle Administration Expenditure by Nature of Service.

SERVICE	Total
Salaries Travelling Expenses Maintenance: Branch	4,807,588.67 228,396.90 574,238.88
Sub-Total	5,610,224.45
Maintenance: General Office Supplies & Equipment (All Branches)  Advertising Registration: Plates & Supplies Professional: Legal and Witness Fees	324,249.50 47,440.27 770,453.22 34,975.94
TOTAL	6,787,343.38

<sup>\*</sup> For a breakdown by Branch, see table below.

Salaries, Travelling Expenses, and Maintenance by  $\ensuremath{\mathsf{Branch}}$  .

Branch	Salaries	Travelling Expenses	Maintenance	Total
Driver Examination	1,094,767.55	86,299.53	146,447.68	1,327,514.76
Driver Control	823,025.16	14,368.66	105,193.20	942,587.02
Vehicle Inspection	897,892.89	77,032.56	121,754.66	1,096,680.11
Motor Vehicle Licence	1,797,963.76	47,749.78	197,482.51	2,043,196.05
Traffic Engineering	193,939.31	2,946.37	3,360.83	200,246.51
TOTAL	4,807,588.67	228,396.90	574,238.88	5,610,224.45

# LICENCES AND PERMITS ISSUED - 1962 - 1966

Class of Licence Or Permi	t 1962	1963	1964	1965	1966
DRIVERS* LICENCES					
Operators Chauffeurs	1,545,118	1,602,153 952,862	1,687,302 1,006,721	1,826,092*	1,318,695*
TOTALS	2,467,046	2,555,015	2,694,023	1,826,092	1,318,695
VEHICLE PERMITS					
Motor Vehicles Trailers	2,177,148 154,404	2,268,320 159,131	2,381,219 161,977	2,516,680 167,027	2,643,474 182,111
TOTALS	2,331,552	2,427,451	2,543,196	2,683,707	2,825,585
OTHER DOCUMENTS					
Instruction Permits Transfers Transfers (Dealers) "In Transit" Permit Manufacturers and Dealer Permits	430,321 387,538	313,862 496,794 455,111 23,505	356,995 545,190 473,984 24,077	374,501 627,506 546,576 27,146	417,444 643,880 515,244 27,738
Motorcycle Dealer Permits	s 17	16	25	80	99
TOTALS	1,164,687	1,292,514	1,403,818	1,579,594	1,608,214

<sup>\* 2/3</sup> of Driver's licences renewed in 1965.

<sup>\* 1/3</sup> of Driver's licences renewed in 1966.

Vehicle Permits Issued Pursuant To Interprovincial Reciprocity Agreements, 1966.

CLASS	TRUCKS AND TRUCK-TRACTORS	TRAILERS	TOTAL
CLASS	IRUCK-IRACIORS	TRAILERS	TOTAL
FOR HIRE CARRIERS			
Alberta	221	670	891
British Columbia	59	249	308
Manitoba	263	762	1,025
New Brunswick	29	44	73
Saskatchewan	2	2	4
TOTAL	574	1,727	2,301
PRIVATE CARRIERS			
Manitoba	52	33	85
Saskatchewan	3	4	7
TOTAL	55	37	92
GRAND TOTAL	629	1,764	2,393

# LICENCES AND PERMITS ISSUED - 1962 - 1966

Garage Licences Issued, 1962 - 1966.

CLASS OF LICENCE	1962	1963	1964	1965	1966
Δ	9,830	10,315	10,805	10,412	9,656
В	4,945	4,341	4,476	4,624	4,772
C	957	955	1,016	1,068	1,091
TOTAL	15,732	15,611	16,297	16,104	15,519

- A: Licence to store motor vehicles, deal in motor vehicles and conduct a garage business, parking station, parking lot or used car lot.
- B: Licence to service and repair motor vehicles.
- C: Licence to buy and wreck motor vehicles.

Special Permits Issued, 1962 - 1966.

CLASS OF PERMIT	1962	1963	1964	1965	1966
Single Trip Short Term Long Term	10,706 1,675 10,040	8,087 2,261 11,221	7,717 2,101 11,592	6,878 2,405 11,830	13,704 2,207 12,579
TOTAL	22,421	21,569	21,410	21,113	28,490

Special Permits are issued pursuant to Section 53 (1) of the Highway Traffic Act for the moving of heavy vehicles, loads, objects or structures in excess of the limits prescribed by Section 52 of the Act.

COUNTY	PASSENGER	COMMERCIAL	DUAL PURPOSE	TOTAL
Algoma	30,024	7,110	2,492	39,626
- 3		.,	2,102	007020
Brant	27,385	4,821	2,273	34,479
Bruce	13,302	4,143	1,104	18,549
Carleton	124,409	13,782	10,376	148,567
Cochrane	19,506	5,179	1,619	26,304
Dufferin	5,155	1,705	428	7,288
Dundas	5,225	1,509	434	7,168
Durham	13,133	2,769	1,090	16,992
Elgin	21,041	5,177	1,746	27,964
Essex	84,899	12,883	7,047	104,829
Frontenac	27,825	4,821	2,309	34,955
Glengarry	4,386	1,465	364	6,215
Grenville	3,622	1,496	301	5,419
Grey	18,810	4,413	1,561	24,784
Haldimand	10,180	3,150	845	14,175
Haliburton	2,266	977	188	3,431
Halton	50,121	6,123	4,210	60,454
Hastings	29,923	6,542	2,484	38,949
Huron	16,316	4,274	1,354	21,944
Kenora	10,083	3,430	837	14,350
Kent	28,704	8,237	2,382	39,323
Lambton	34,238	6,667	2,841	12 740
Lanark	11,351	2,817	942	43,746
Leeds	14,367	3,297	1,192	15,110 18,856
Lennox &	·	0,237	1,192	10,030
Addington	6,866	1,843	570	9,279
Lincoln	47,601	8,182	3,951	59,734
Manitoulin	2,176	899	181	3,256
Middlesex	77,940	12,883	6,520	97,343
Muskoka	7,877	2,648	654	11,179

MOTOR VEHICLE REGISTRATIONS\* BY COUNTY AND DISTRICT 1966 Passenger, Commercial and Dual Purpose Vehicles

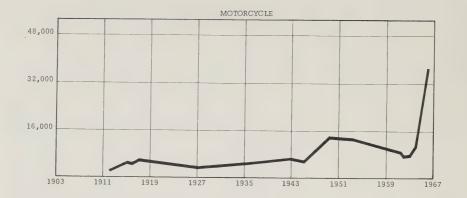
COUNTY	PASSENGER	COMMERCIAL	DUAL PURPOSE	TOTAL
		0.046	7 470	00 007
Nippissing	17,028	3,846	1,413	22,287
Norfolk	15,744	5,345	1,307	22,396
Northumberland	d 11,972	3,016	994	15,982
Ontario	52,337	7,519	4,394	64,250
Oxford	25,332	6,401	2,103	33,836
Parry Sound	7,472	2,832	620	10,924
Peel	58,180	8,711	4,879	71,770
Perth	20,503	4,739	1,702	26,944
Peterborough	22,975	4,348	1,907	29,230
Prescott	5,967	1,829	495	8,291
Prince Edward	6,596	1,887	547	9,030
Rainy River	5,859	1,962	486	8,307
Renfrew	20,790	4,506	1,725	27,027
Russell	4,706	1,489	391	6,586
Simcoe	44,172	9,957	3,666	57,795
Stormont	14,934	2,902	1,239	19,075
Sudbury	39,204	8,283	3,254	50,741
Temiskaming	10,661	3,512	885	15,058
Thunder Bay	38,607	8,673	3,204	50,484
Victoria	9,438	2,647	783	12,868
Waterloo	65,036	10,315	5,443	80,794
	•	8,372	4,663	69,212
Welland	56,177	•	2,192	34,373
Wellington	26,409	5,772	9,985	145,186
Wentworth	119,702	15,499	9,300	140,100
York	615,222	83,115	51,163	749,500
TOTALS	2,063,754	360,719	171,735	2,596,214

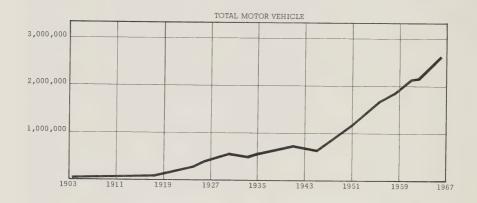
<sup>\*</sup> TOTALS EXCLUDE MOTORCYCLES, BUSES, AND TRAILERS.

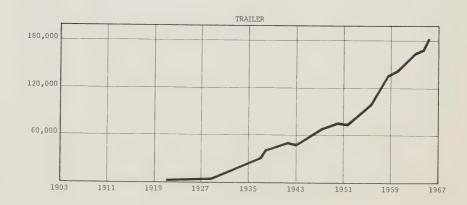
	PASSENGER		COMMERCIAL		
CITIES	1965	1966	1965	1966	
Barrie	9,839	10,061	1,595	1,673	
Belleville	11,708	12,027	1,988	2,080	
Brantford	21,174	21,322	2,926	3,049	
Brockville	6,939	7,506	944	998	
Chatham	12,381	12,913	2,670	2,799	
Cornwall	11,035	11,469	1,599	1,679	
Fort William	14,317	14,858	2,746	2,868	
Galt	11,194	11,665	1,444	1,498	
Guelph	15,604	16,124	2,185	2,289	
Hamilton	84,933	89,086	10,443	11,026	
Kingston	21,198	21,545	2,758	2,904	
Kitchener	28,531	29,325	4,051	4,256	
London	60,534	63,648	7,587	7,968	
Niagara Falls	18,447	18,993	2,301	2,412	
North Bay	11,602	12,091	1,786	1,856	
Oshawa	25,740	26,683	2,949	3,070	
Ottawa	107,046	112,068	10,868	11,490	
Owen Sound	6,582	6,622	1,046	1,094	
Peterborough	17,785	18,215	2,585	2,716	
Port Arthur	15,036	15,596	3,220	3,339	
St. Catharines	32,064	33,942	4,181	4,478	
St. Thomas	10,247	10,446	1,433	1,583	
Sarnia	19,499	21,115	2,328	2,448	
Sault Ste. Marie	21,308	22,640	4,316	4,429	
Stratford	7,890	8,010	1,155	1,221	
Sudbury	22,046	21,694	3,529	3,791	
Timmins	6,317	6,614	1,763	1,840	
Toronto	520,497	570,954	70,773	74,458	
Waterloo	9,451	9,739	968	1,034	
Welland	13,446	14,055	1,898	1,990	
Windsor	55,099	59,502	5,942	6,234	
Woodstock	8,961	9,225	1,615	•	
	0,001	3,220	1,013	1,704	
TOTAL	1,238,450	1,319,753	167,592	176,274	
	2,200,100	1,010,700	107,032	1/0,2/4	

MOTOR VEHICLE REGISTRATIONS BY CITIES, 1965 AND 1966 1966 Passenger, Commercial and Dual Purpose Vehicles

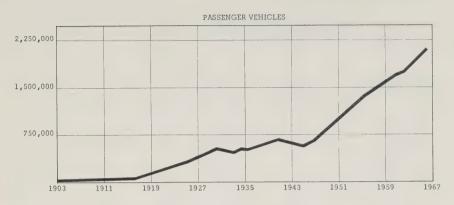
	DUAL I	PURPOSE	Т	OTAL
CITIES	1965	1966	1965	1966
Barrie	787	835	12,221	12,569
Belleville	937	998	14,633	15,105
Brantford	1,694	1,769	25,794	26,140
Brockville	555	623	8,438	9,127
Chatham	990	1,072	16,041	16,784
Cornwall	883	952	13,517	14,100
Fort William	1,145	1,233	18,208	18,959
Galt	895	968	13,533	14,131
Guelph	1,248	1,338	19,037	19,751
Hamilton	6,795	7,394	102,171	107,506
Kingston	1,696	1,788	25,652	26,237
Kitchener	2,282	2,434	34,864	36,015
London	4,843	5,283	72,964	76,899
Niagara Falls	1,476	1,576	22,224	22,981
North Bay	928	1,004	14,316	14,951
Oshawa	2,059	2,215	30,748	31,968
Ottawa	8,564	9,302	126,478	132,860
Owen Sound	528	550	8,154	8,266
Peterborough	1,423	1,512	21,793	22,443
Port Arthur	1,203	1,294	19,459	20,229
St. Catharines	2,565	2,817	38,810	41,237
St. Thomas	820	867	12,500	12,896
Sarnia	1,560	1,753	23,387	25,316
Sault Ste. Marie	1,705	1,879	27,329	28,948
Stratford	631	665	9,676	9,896
Sudbury	1,764	1,801	27,339	27,286
Timmins	505	549	8,585	9,003
Toronto	41,640	47,389	632,910	692,801
Waterloo	756	808	11,175	11,581
Welland	1,078	1,167	16,420	17,212
Windsor	4,408	4,939	65,449	70,675
Woodstock	717	766	11,293	11,695
TOTAL	99,080	109,540	1,505,118	1,605,567

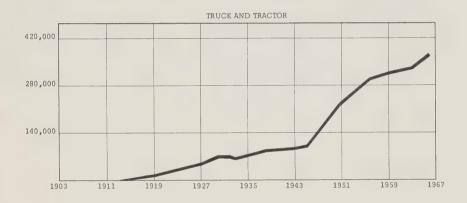


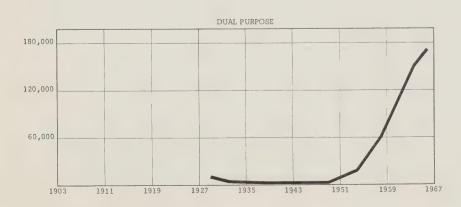




# HISTORICAL REVIEW OF VEHICLE REGISTRATIONS







First Attempt Results of Driver Examinations, 1966 (Vision, Sign Recognition, and Rules of the Road Tests).

DELCONG TOD	27777 477 777	PASSEL	<u>)</u>	FAILED	_
REASONS FOR TESTS	N UMBER TESTED	NUMBER	%	NUMBER	%
Application for licence Application for authority to drive	359,491	296,522	82.5	62,969	17.5
school buses Re-examination* selected groups	2,834	2,298	81.1	536	18.9
of drivers Re-examination of drivers authorized to drive school	22,822	17,822	79.0	5,000	21.9
buses	522	492	94.3	30	5.7
TOTAL	385,669	317,134	82.2	68,535	17.8

First Attempt Results of Driver Examinations, 1966 (Road Tests).

		PASSED		FAILED	_
REASONS FOR TESTS	NUMBER TESTED	NUMBER	%	NUMBER	%
Application for licence Application for authority to drive	242,182	164,844	68.1	77,338	31.9
school buses Re-examination* selected groups	2,823	1,966	69.6	857	30.4
of drivers Re-examination of drivers authorized to	19,186	15,455	80.6	3,731	19.4
drive school buses	519	436	84.0	83	16.0
TOTAL	264,710	182,701	69.0	82,009	31.0

### DRIVER EXAMINATIONS

Reasons for First Attempt Failures, Driver Examinations, 1966 (Vision, Sign Recognition, and Rules of the Road Tests).

	NUMBER	VISIO	N_	SIGNS A	ND RULES
REASONS FOR TESTS	OF FAILURES	NUMBER	%	NUMBER	%
Application for licence Application for	62,969	2,017	3.2	60,952	96.8
authority to drive school buses Re-examination* selected groups	536	36	6.7	500	93.3
of drivers Re-examination of drivers authorized to drive school	5,000	810	16.2	4,190	83.8
buses	30	0		30	
TOTAL	68,535	2,863	4.2	65,672	95.8

- \* These tests are conducted for the following reasons:
- (a) drivers 80 years and over;
- (b) drivers 70 years and over involved in accidents;
- (c) accident repeaters;
- (d) drivers involved in fatal accidents;
- (e) drivers sent for re-examination by Driver Control Branch (under authority of Highway Traffic Act).

Total Driver Examinations, 1962 - 1966 - By Month (Vision, Sign Recognition, and Rules of the Road Tests).

MONTH	1962	1963	1964	1965	1966
January	14,571	17,943	18,668	19,301	18,487
February	15,092	18,107	23,260	18,458	22,869
March	18,443	20,604	28,095	26,305	34,272
April	19,302	32,841	42,188	48,447	50,849
May	24,506	34,902	38,024	45,023	43,311
June	27,985	35,419	43,333	49,796	50,282
July	29,897	33,306	50,759	55,461	55,358
August	30,303	28,798	32,954	36,385	38,381
September	26,808	29,899	33,542	31,297	44,008
October	29,002	25,867	23,407	34,416	34,200
November	26,301	24,590	19,931	21,881	27,641
December	17,014	22,202	14,689	20,979	24,490
TOTAL	279,224	324,478	368,850	407,749	444,148

# Total Driver Examinations, 1962 - 1966 - By Month (Road Tests).

MONTH	1962	1963	1964	1965	1966
January February March April May June July August September October November December	12,186 10,142 13,836 16,235 22,433 24,872 25,241 26,631 21,116 23,502 22,901 14,125	14,982 13,075 16,219 18,707 23,735 26,811 31,359 28,672 25,631 27,851 24,444 18,992	17,173 16,542 16,970 23,284 25,153 28,491 34,139 26,810 32,546 24,687 24,950 21,902	18,045 15,859 16,795 25,345 28,232 33,186 39,074 31,782 32,444 34,739 27,502 26,497	18,071 16,782 20,030 29,456 30,961 35,174 41,666 35,173 39,740 35,095 30,915 30,173
			232,047	329,300	363,236

# MOTOR VEHICLE ACCIDENT CLAIMS FUND

The Motor Vehicle Accident Claims Act Fiscal Year Ending March 31, 1967.

Credit Balance on March 31, 1966

\$ 17,338,717.32

## Receipts:

Fees on issue or renewal of Chauffeurs' or Operators' licences

3,578,194.84

Fees on issue of Permits for Motor Vehicles by Uninsured Owners

3,394,757.90

Recoveries of Judgments (Sec. 10)

850,550.87

Interest credited on balance in Fund as at December 31, 1966.

1,056,632.87

8,880,136.48 \$ 26,218,853.80

### Disbursements:

Judgments paid including costs (Sec. 6, 11 & 14)

3,661,905.01

Claims Paid (Sec. 5)

757,619.66

Administration Expenses (Sec. 2)

793,455.24

Credit Balance on March 31, 1967

\$ 21,005,873.89

5,212,979.91

Statement of Operations - From Inception July 1, 1947 to March 31, 1967.

RECEIPTS  Driver's Fee \$1.00 Annually	23,508,760.00	
Driver's Fee \$1.00 Annually	23,508,760.00	
		2,537,811.00
Uninsured Motor Vehicle Fee*	6,756,775.00	1,459,691.10
Repayments by Debtors	1,995,706.85	457,118.19
Interest on Fund Balance (Sec. 2 (7) - effective 1st July 1962)		240,675.77
TOTAL RECEIPTS	32,261,241.85	4,695,296.06
PAYMENTS		
Claim Cases** (Sec. 5 - cases settled without court action)		155,600.98
Judgment Cases (Sec. 6 - cases where judgment has been secured against a known owner and/or operator)	21,892,195.04	3,574,046.09
Hit and Run Cases (Sec. 11 & 14 - includes stolen and non-resident vehicles. Judgment recovered against Registrar for personal injury only)	1,964,817.73	398,504.21
Administration Costs (Sec. 2 (8) - effective 1st July 1962)		306,378.47
TOTAL PAYMENTS	23,857,012.77	4,434,529.75
BALANCE IN FUND	8,404,229.08	8,664,995.39
<u>CASES PAID</u>		
Claim Cases**		601
Judgment Cases	8,111	1,437
Hit and Run Cases	523	71
Total	8,634	2,109

<sup>\*</sup> From 1958 to 1961 a \$5.00 uninsured motor vehicle fee was collected with the registration of each uninsured vehicle. This fee was raised to \$20.00 in 1962.

<sup>\*\*</sup>Claim Cases: - Legislation effective 1st July 1962.

# MOTOR VEHICLE ACCIDENT CLAIMS FUND

1964	1965	1966	_1967_	TOTALS
4,823,542.61	1,639,998.48	3,936,328.36	3,578,194,84	40,024,635.29
1,470,647.60	1,823,610.15	2,789,715.75	3,394,757.90	17,695,197.50
604,441.11	683,647.25	762,295.61	850,550.87	5,353,759.88
348,127.60	533,503.80	709,801.36	1,056,632.87	2,888,741.40
7,246,758.92	4,680,759.68	8,198,141.08	8,880,136.48	65,962,334.07
348,403.86	394,992.14	563,858.81	757,619.66	2,220,475.45
2,874,541.70	2,163,831.00	2,582,898.52	3,132,285.28	36,219,797.63
290,610.55	272,967.90	374,984.35	529,619.73	3,831,504.47
495,509.08	507,778.00	581,561.84	793,455.24	2,684,682.63
4,009,065.19	3,339,569.04	4,103,303.52	5,212,979.91	44,956,460.18
11,902,689.12	13,243,879.76	17,338,717.32	21,005,873.89	21,005,873.89
1,230	1,299	1,683	2,541	7,354
1,111	765	796	890	13,110
73	78	92	93	930
2,414	2,142	2,571	3,524	21,394

Driver Medical Review.

Total Cases Reviewed						2.	645	
	Drivers suspended following review Drivers suspended following accidents where							
medical cond			е	241				
Total suspensions for medica	al reasc	ns			633			
Drivers reinstated following					174			
Drivers required to file media one year					994			
Drivers required to file media in six months	-	ort			84			
No Action Required				_	760			
Driver Demerit Point System,	, April :	l, 1959 t	o Decemb	er 31, 19	066.			
	1959 (1)	1960	1961	1962	1963	1964	1965	1966
6-POINT LEVEL								
Advisory letters issued	4,355	21,278	26,961	36,244	39,495	41,176	47,157	71,738
9-POINT LEVEL								
Interviews conducted	1,531	4,188	6,733	8,921	10,257	10,852	13,154	19,969
SUSPENSIONS (2)								
Drivers who reached								
suspension level through point accumulation	89	1,152	2,380	1,864	1,251	1,641	2,048	3,364
Drivers suspended for fail-								
ure to attend interview	180	260	310	476	432	740	634	813
Drivers suspended as a result of interview (3)	27	76	90	126	117	112	63	246
TOTAL suspensions under								
point system	296	1,488	2,780	2,466	1,800	2,493	2,745	4,423

<sup>(1)</sup> Period: April 1 to December 31, 1959.
(2) Suspension level raised from 12 to 15 points on July 1, 1962.
(3) Because of unfavourable records and/or attitudes.

#### DRIVER CONTROL STATISTICS

Suspension of Drivers Licences.

CAUSE OF SUSPENSION		1965	1966
By Court as Part of Penalty:			
Criminal Negligence		47	50
Dangerous driving		566	703
Driving while intoxicated		106	171
Impaired driving		1,727	2,344
Failure to remain at scene of accident (HTA &	CCC)	859	803
Careless driving		1,321	1,722
Other offences		605_	784
	TOTAL	5,231	6,577
Demerit Point System:			
Accumulation of points (15 points)		2,048	3,364
Failure to attend interview*		634	813
As a result of interview		63	246_
	TOTAL	2,745	4,423
Section 25 H.T.A.:			
Mental or physical condition		370	633
Re-examination of driving ability		370	259
Operating record		238_	137
	TOTAL	978	1,029
Section 20 H.T.A. Mandatory Suspension for:			
Driving while intoxicated		504	305
Criminal negligence		32	29
	TOTAL	536_	334_
Section 21 H.T.A. Mandatory Suspension for:			
Driving while ability impaired		10,571	10,197
Dangerous driving		480	470
	TOTAL	11,051	10,667
Section 21b H.T.A. Mandatory Suspension for:	<u>.</u>		
Failure to remain at scene of accident (CC)		1,188	1,529
Section 21c H.T.A. Mandatory Suspension for:	<u>.</u>		
Driving while under suspension		2,604	2,893
Section 111 (1) H.T.A.:			
Until proof of financial responsibility filed (In			
issued as a result of convictions under M.V.A	.C.A. 3 (3))	10,293	10,680
Section 113 (1) H.T.A. & Sec. 5 (5) (6) M.V.A	.C.A.:		
Failure to pay claim or judgment		4,320	5,363
GRAND	TOTAL	38,946	43,495

<sup>\*</sup> Suspension effective only until interview completed.

## Convictions Registered Under The Highway Traffic Act.

SECTION OF ACT	OFFENCE	1965	1966
6	Failure to register a motor vehicle	494	509
7-1,25(3), Reg.23	Obtain licence fraudulently	269	285
7-2	Failure to notify change of address	6,448	7,069
8	Failure to have number plates	9,187	9,965
9	Failure to notify change of ownership	4,391	4,591
10	Improper use of number plates	3,032	2,932
13	Failure to have operator's licence	12,053	16,256
14	Failure to produce operator's licence	7,249	8,741
16	Failure to have chauffeur's licence	278	345
17	Failure to produce chauffeur's licence	453	372
18	Operation of motor vehicle by person under 16	191	235
25-2	Unlawful possession of permit	117	183
26	Driving while permit or licence suspended	6	8
31,32	No garage licence	51	139
33	Improper lights	25,782	26,878
35	Defective brakes	8,048	8,590
37	Faulty equipment (Mirror, windshield, etc.)	1,066	1,010
42	Unnecessary noise	17,795	18,594
48,49	Unsafe vehicle	1,230	2,086
51	No name of owner on commercial vehicle	3,605	3,649
52	Overweight re tires	308	854
54 (1)(4)	Overload in excess of permit issued	7,732	7,364
54(2)	Fail to produce commercial ownership permit	1,248	1,240
56	Overhanging load	1,148	1,440
58	Excessive width or length of vehicle	818	661
59	Speeding (a) 30 mph or more over limit (b) more than 19 less than 30 mph (c) more than 10 less than 20 mph (d) under 11 miles per hour	3,154 21,404 105,867 184,250	4,147 27,068 119,878 199,926
60	Careless driving	10,063	14,282
62	Unnecessarily slow driving	243	418
63,66,67,70(9),79(1)	Failure to yield right of way	4,409	5,415

#### DRIVER CONTROL STATISTICS

SECTION OF ACT	OFFENCE	1965	1966
67a	Pedestrian cross-over	6,565	6,174
68-1	Improper right turn	2,433	3,038
68(2)(3)(4)(5)(6)	Improper left turn	10,742	10,558
69 (1)(1a)	Failure to signal for turn	4,741	5,899
62(a),64,70(4),5a (6-8)	Failure to obey stop sign, signal light or police officer	77,531	84,020
71(4)(6)(7)73(1)(2)	Improper passing	4,522	5,986
71(1)(2)(3)	Failure to share the road	2,295	2,413
72	Drive left of centre of highway	3,853	4,720
75	Wrong way on one-way street	7,634	6,929
76,77	Improper driving where highway divided into lanes	3,493	5,013
78(1)(2),79(2)	Following too closely	5,277	8,330
82	Failure to stop for railway signal	140	187
83	Driving through, under or around railway gates	154	213
84	Improper opening of vehicle doors	283	271
86,87	Improper passing of street cars or horses	276	215
88	Failure to use passing beam	2,977	3,914
89 (7) (8)	Failure to have flares or warning lights	207	159
89	Improper parking on highway	1,733	2,330
91	Racing	272	335
94(2)	Failing to stop for a school bus	343	1,016
95(1)	Soliciting rides	42	57
98	Littering highway	340	403
99(2)	Failure to obey direction sign	805	1,017
143	Failure to report an accident	1,232	1,492
143(a)	Failure to remain at scene of accident	971	1,069
	Other offences	6,462	9,454
		587,712	660,342

## DRIVER CONTROL STATISTICS

## Summary of Convictions.

STATUTE	1965	1966
Highway Traffic Act Bylaws Criminal Code Motor Vehicle Accident Claims Act Public Commercial Vehicles Act	587,748 48,495 17,424 6,299	660,342 54,303 19,247 7,312 905
TOTAL	659,966	742,109

The Ontario Highway Transport Board, pursuant to the provisions of Section 27 of The Ontario Highway Transport Board Act, R.S.O. 1960, Chapter 273, begs leave to submit the following report upon its affairs.

#### Organization of the Board

The Board is constituted as follows:

Chairman - E.J. Shoniker, B.A.

Vice-Chairmen - G.C. Marrs, B.A.

Nicol Kingsmill, Q.C.

Members - G.W. Stoddart, B.A.

E.M. WalkerG.J. Watson

#### Sittings of the Board

The Board sat generally in three panels during the year under review. In addition to hearings in Chambers in Toronto, the Board has held hearings in Belleville, Cobourg, London, Ottawa, Peterborough, St. Catharines, Sault Ste. Marie, Sudbury, Welland, Whitby, Windsor, all in the Province of Ontario, and in Winnipeg, Manitoba, on a joint hearing with the Manitoba Motor Carrier Board. It has been found more convenient for the public generally to sit in various parts of the Province, upon application or as the circumstances require.

The Board wishes to express its appreciation at the co-operation extended to it by the various County, District and Municipal officials, who have provided accommodation for the Board at these hearings.

#### Applications to the Board

The Board received a total of 4,107 applications during 1966, and gave consideration to 3,919 applications. Some of these applications, of course, would be carried over from 1965 and some of those received in the latter part of 1966 will be heard early in 1967.

At Appendix "A" to this report will be found the number of applications and the classification of each received by the Board under The Public Commercial Vehicles Act, The Motor Vehicle Transport Act and The Public Vehicles Act.

At Appendix "B" will be found the revenue of the Board for the calendar year.

At Appendix "C" will be found the number of certificates of public necessity and convenience issued under the several Acts with details as to the number granted and refused by the Board after hearing.

At Appendix "D" will be found particulars of certificates issued under the Acts after consideration "In Chambers". All applications are advertised in "The Ontario Gazette".

At Appendix "E" will be found a comparison of the total applications received and considered by the Board annually under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act for the years 1957 to 1966 inclusive.

#### General

The Board continues to encourage other provincial jurisdictions to cooperate in joint hearings on applications under The Motor Vehicle Transport Act to save expense and delay to the parties involved when otherwise at least two separate hearings in different provinces would be required. The Board held one joint hearing with the Manitoba Motor Carrier Board in 1966.

In addition to the applications considered by the Board during the period under review, there has also been a total of 142 reviews of certificates on the Board's own motion and several on referral by the Honourable the Minister of Transport.

It is of interest to note that ten years ago, in 1956, the Board received 3,020 applications and dealt with 3,057, some of course carried over from the previous year, while in 1966 there were 4,107 applications and 3,919 were considered by the Board.

All of which is respectfully submitted, this 27th day of February, 1967.

E.J. Shoniker, Chairman
G.C. Marrs, Vice-Chairman
Nicol Kingsmill, Vice-Chairman
G.W. Stoddart, Member
E.M. Walker, Member
G.J. Watson, Member

#### APPENDIX "A"

The Ontario Highway Transport Board Statistics for the Year Ending December 31, 1966.

Applications received by the Board:

## 1. The Public Commercial Vehicles Act

1. THE LABITE COMMI	erciar venicies act	
Class		
А	81	
В	10	
С	61	
D	655	
E	249	
F	1,792	
FS	78	
H	45	
K	28	
L	6	
		3,005
2. The Motor Vehicle	e Transport Act (Canada)	
Extra-provincial	474	474
3. The Public Vehicl	<u>es Act</u>	
P.V.	164	
P.V.S.B.	464	628
Total Applications	received:	_4,107
11		

## APPENDIX "B"

The Ontario Highway Transport Board Statistics for the Year Ending December 31, 1966.

#### REVENUE

	Fees for applications -	\$ 91,312.50
	Hearing Costs -	16,287.50
	Fees for Certificates, Postage, etc.	1,134.97
	Tariff of Tolls -	33,010.90
	Gross Revenue -	\$141,745.87
LESS		
	Refunds on Applications, etc	\$ 4,132.75

Total Net Revenue -

\$137,613.12

#### APPENDIX "C"

The Ontario Highway Transport Board
Applications Considered at Public Hearings During the Year 1966.

## 1. The Public Commercial Vehicles Act

Class	Transfer of shares	Transferred	Probationary
A	1	1	_
В			_
С	-	7	_
D	1	4	8
E	-	-	_
F	1	6	3
FS	-	1	_
H	1	1	_
K	3	-	-
L			-
Totals	7	20	11

# 2. The Motor Vehicle Transport Act (Canada)

Class	Fransfer of shares	Transferred	Probationary
Merchandise Passenger	4	4 -	3 -
Totals	4	4	3

## 3. The Public Vehicles Act

Class	Transfer of shares	Transferred	Probationary.
P.V.	-	-	1
P.V.S.B.	-		-
Totals	_	-	1

ANNUAL REPORT OF THE ONTARIO HIGHWAY TRANSPORT BOARD for the year ending December 31, 1966.

Gr in ful	anted l in part	part Dismissed		Opposition filed by other carriers	Reviews
15	26	9	52	136	24
1	-	_	1	1	-
7	15	2	31	164	13
115	148	57	328	744	32
20	4	6	30	41	1
309	36	68	423	164	14
19	9	5	34	56	5
11	10	5	27	45	11
1	7	2	13	29	1
_	-	-	-	-	
498	255	154	939	1,380	101

in f	Granted ull in part	Dismissed	Total	Opposition filed by other carriers	Reviews
88		31 2	181	300 4	36 -
94	52	33	190	304	36

Gran	in part	Dismissed	Total	Opposition filed by other carriers	Reviews
14	15 -	14 1	44	84 1	6 -
14	15	15	45	85	6

#### APPENDIX "D"

The Ontario Highway Transport Board Applications Considered in Chambers by the Board During the Year 1966.

## 1. The Public Commercial Vehicles Act

Class	Transfer of shares	Transferred	Withdrawn
A	4	8	_
В	-	3	_
C	4	14	_
D	2	42	_
E	-	32	_
F	1	187	_
FS	-	11	_
H	-	6	_
K	-	7	-
L	_	<del>-</del>	-
Totals:	11	310	-

# 2. The Motor Vehicle Transport Act

Class	Transfer of shares	Transferred	Withdrawn
Merchandise Passenger	14 1	31 1	-
Totals:	15	32	-

## 3. The Public Vehicles Act

Class	Transfer of shares	Transferred	Withdrawn
P.V. P.V.S.B.	3 -	18 38	-
Totals:	3	56	-

ANNUAL REPORT OF THE ONTARIO HIGHWAY TRANSPORT BOARD for the year ending December 31, 1966.

	Interim					
Dismissed	Granted	Granted	Refused	Total		
_	3	4	-	19		
_	1		-	4		
_	4	3	1	26		
5	48	103	59	259		
4	158	26	3	194		
71	7 24	373	26	1,382		
_	5	8	2	26		
_	4	1	3	14		
_	3	-	2	12		
-	5	-	***	5		
80	955	518	96	1,941		

		Inte	rim	
Dismissed	Granted	Granted	Refused	Total
5	69	60	13	192
1	14	1	-	17
6	83	61	13	209

Dismissed	Granted	Inter Granted	im Refused	Total	
3 6	37 447	30 8	5 <del>-</del>	96 499	
9	484	38	5	595	

#### APPENDIX "E"

Total number of applications received and those considered annually for the years 1957 to 1966 inclusive under The Public Commercial Vehicles Act, The Public Vehicles Act and The Motor Vehicle Transport Act:

<u>Year</u>	Applica <u>Received</u>	ations <u>Considered</u>
1957	3,020	3,057
1958	3,298	2,733
1959	3,535	3,489
1960	3,485	3,572
1961	3,338	3,446
1962	3,315	3,011
1963	3,300	3,444
1964	3,457	3,459
1965	3,908	3,674
1966	4,107	3,919

For more complete details on statistics relating to Motor Vehicle Traffic Accidents, the booklet, "ACCIDENT FACTS 1966" is available on request from the ACCIDENT STATISTICS SECTION, ONTARIO DEPARTMENT OF TRANSPORT.

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